

Bristol Temple Quarter Spatial Framework

Statement of Community Involvement

August 2016



CITY DESIGN
PLACE DIRECTORATE

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1.0 Executive Summary

Bristol Temple Quarter Enterprise Zone was set up in 2012 and is one of the largest urban regeneration projects in the UK. It spans 70 hectares with Bristol Temple Meads station at its centre and is home to rapidly growing clusters of businesses in the creative, digital, hi-tech and low carbon sectors.

This report describes the approach taken to engage and consult with individuals and organisations on the Bristol Temple Quarter Spatial Framework and two supporting documents: the 'Sustainable Urban Mobility Plan' (SUMP) and the 'BTQEZ Making People-friendly Streets and Spaces - A Public Realm Guide'.

This report also includes a summary of the feedback received through the consultation, the council's responses to the main themes that emerged and the ways in which the documents will be updated. This is summarized below:

1.1 Key issues raised on the Temple Quarter Spatial Framework

Building heights

Issue: Whilst the majority of survey respondents were supportive of the building heights being proposed, land owners generally wanted the ability to build higher (particularly in the Silverthorne Lane area) and organisations such as the Bristol Civic Society and had concerns that buildings were too high in certain locations. Historic England was particularly concerned about the impact of development adjacent to Temple Meads Station, and long-range views to St. Mary Redcliffe Church.

Response: Following further visual assessment work to consider concerns which were raised, we are confident that the development form guidelines provided are robust and allow for the most intense development form possible without causing harm to the area's historic assets. However, a proposal for a tall building along Bath Parade (BCC owned site directly opposite Temple Meads Station on Temple Gate) has been reduced in height so that it will not have a negative impact on the view to St. Mary Redcliffe Church from Prince Street Bridge. Furthermore, text has been strengthened to clarify that future development around Temple Meads Station should not appear above the roofline of the station complex when viewed from the station ramp.

Land use

Issue: General support was shown for proposed land uses but a high proportion of those who responded wanted more residential use. Clarification was also sought on the type of housing, its affordability, and its location by respondents. There were requests that a broader range of jobs should be promoted within the EZ, not just office jobs, with opportunities for small and independent businesses, as well as requests for local facilities including shops and community facilities (such as schools and doctors' surgeries).

Response: Opportunities for a greater proportion of residential floorspace are being explored which could see housing targets rise from 2200 dwellings (as identified in BCAP) to 2550 dwellings. This reflects the growing need to deliver more housing in the city, and to ensure that Temple Quarter becomes a lively mixed community, with a proportion of family housing. This will facilitate an element of residential development at most locations in the EZ, enhance the potential for development viability and discourage single use areas being created. Reference to adopted housing policy has been added in respect to affordable housing provision (Policy BCS17 of the Core Strategy and Policy DM3 of the Site Allocations and Development Management Policies). Guidance has also been strengthened with respect to aspirations for employment and community facilities. The need for a secondary school (and potentially a primary school) in or close to Temple Quarter is added.

Historic Assets

Issue: Requests for greater flexibility in respect to the reuse and adaptability of heritage assets (both listed and non-listed) in Silverthorne Lane (issues raised by property agents), and conversely amenity group requests for greater protection for listed and non-listed historic assets.

Response: Retention and re-use of the area's historic assets is an important component of the Spatial Framework. The Heritage Assessment that accompanies the Spatial Framework provides a rigorous analysis of the historic fabric of the area, and the Spatial Framework remains committed towards delivering an innovative regeneration of this area which capitalises on the appropriate retention and re-use of its distinctive heritage assets. The Spatial Framework is considered to provide the appropriate balance between protection of heritage assets and opportunities for reuse and adaptation, consistent with national planning policy and legislation.

Heating Networks/Environmental Performance

Issue: Strong support for the provision of heat networks. However, the development community sought greater certainty over phasing, and greater flexibility over meeting environmental performance standards. Sustainability practitioners wanted greater recognition of a range of environmental concerns and the range of measures that could address these concerns.

Response: Section on Heat Networks to be retitled as 'Environmental Design and Construction', and this will incorporate guidance on a range of environmental measures, as well as clarifying environmental performance standards.

Streets and spaces

Issue: One of the most prominent themes arising from responses to the Spatial Framework survey was access for the disabled (physical and otherwise) and those with limited mobility. This was seen as a priority, and perceived to be currently under-represented in the Framework. Also, there was a concern that insufficient public open space is being promoted, streets and spaces were not sufficiently 'green', and that no play spaces were being promoted.

Response: The Local Plan sets out the council's approach to open space provision; proposals would be expected to comply with Local Plan policy. The Spatial Framework promotes the creation of an additional 4ha public space, improving a significant amount of existing space and opening up and reanimating 1ha of historic yard spaces. It also identifies green spaces just outside the EZ which should be improved to support the new community (Spark Evans Park and St. Mary Redcliffe Cemetery). The guidance has been strengthened to include aspiration to increase tree coverage by 50%, place greater emphasis on accessibility for people with mobility difficulties and to propose opportunities for formal and informal play spaces within Temple Quarter near Totterdown Basin and Avon Street Market.

Shared vs segregated space for pedestrians and cyclists

Issue: Although the proposals for improved and increased cycle routes and facilities were well received, many respondents felt that the use of shared pedestrian/cycle routes should be completely avoided, with shared use seen as being particularly problematic on busy commuter routes (such as Bath Road and Temple Gate).

Response: Whilst the Framework sets out the strategic aspirations for the pedestrian and cycling route networks, it does not prescribe whether these routes are shared or segregated – this more detailed issue will need to be addressed for individual public realm projects at the detailed design stage, drawing on emerging guidance on shared space policy currently being prepared by Bristol City Council.

Public transport and station improvements

Issue: Majority of responses expressed support for the various potential improvements outlined, albeit with some concerns about the location of bus stops and taxi ranks and the interchange between them.

Response: The Spatial Framework will be updated to reflect the latest proposals for the Arena. However, more detailed concerns about the station (including The Friary) will need to be addressed through Network Rail's Station Masterplan. The plans have been updated to show a potential new bus route and stops along Avon Street and Albert Road. Additional guidance on 'way-finding' has been prepared, showing how interchange and movement can be better supported in Temple Quarter. The request to provide a protected corridor for a future rapid transit scheme along The Friary was rejected as there are no proposals for rapid transit in this location and the route is not safeguarded in the Local Plan.

Parking

Issue: Although suggested parking levels for employment uses were well received, concerns were expressed that they may be too restrictive.

Response: The advised parking standard is based on extensive modelling and research; we therefore are not proposing any changes. However, further work is planned to respond to a suggested need for a residential parking standard for the BTQEZ. This will not be included in the 2016 version of the SF but may be added to a future update.

Inclusivity

Issue: The Spatial Framework was criticised for including very few images of Black, Asian and Minority Ethnic communities, older people, children or people using a stick or wheelchair.

Response: Additional images have been included

1.2 Key issues raised on the Sustainable Urban Mobility Plan:

Issue: There was a high level of support for the approach and proposals, but some concerns were raised over advised levels of parking for the area. Some respondents also believed that the document did not place sufficient emphasis on safeguarding the needs of vulnerable road users, while a number of comments (from both pedestrians and cyclists) also stressed the need for segregated cycle facilities to avoid conflict between road users.

Response: As outlined in the SUMP the advised parking standard for businesses in the Enterprise Zone is set at 1 space per 600m². This advised level of parking for the BTQEZ is derived from a number of factors including:

- *Extensive modelling of the number of additional vehicles that can be accommodated on the highway network resulting from additional development in the BTQEZ*
- *Comparative maximum parking standards used in London and the Core Cities*
- *The location of the BTQEZ in terms of existing access to sustainable travel alternatives*
- *Evidence from businesses already established in the BTQEZ*
- *Consistency with the council's Central Area Plan policy on city centre parking levels*

Further work is planned to respond to a suggested need for a residential parking standard for the BTQEZ. This will not be included in the 2016 version of the SF or SUMP but may be added to a future update.

With regard to comments relating to vulnerable road users, individual highway interventions within the BTQEZ will be subject to rigorous Equality Impact Assessments

which will ensure that the needs of vulnerable users are built into the design of schemes. A note on the accessibility of the BTQEZ by vulnerable groups has been added to the list of SUMP objectives. Finally in response to comments on segregated cycle lanes, the SUMP does not prescribe whether cycle routes within the BTQEZ are shared or segregated – this more detailed issue will be addressed at individual scheme level drawing on emerging guidance on shared space policy currently being prepared by Bristol City Council.

1.3 Key issues raised on the Public Realm Guide:

Issue: There was a high level of support for the seven public realm qualities proposed. The key concerns related to the promotion of shared space and access for those with mobility issues.

Response: The Public Realm Guide's position on shared space has been made more clear, referencing emerging guidance currently being prepared by Bristol City Council. The document has been strengthened to provide a greater emphasis on disabled access.

2.0 Background to the Spatial Framework

The Spatial Framework has been in preparation since 2011 when the Temple Quarter area was designated as an Enterprise Zone. Its preparation has been led by the City Design Group within the Place Directorate at Bristol City Council.

The Enterprise Zone was set up to support the growth of the city region's economy and attract 17,000 jobs by 2037. It offers huge potential to create a new quarter for the city, with a new arena and redeveloped Temple Meads station at its heart, becoming a place where people want to live, work and visit. Connectivity, an improved public realm and place making are seen as key to achieving growth and attracting businesses to the BTQEZ.

The emerging Spatial Framework has been proactively used in a number of ways in recent years including promoting development opportunities to investors, securing funding to deliver upfront infrastructure investment, and providing a briefing tool for the competition to design an arena.

There is a high degree of independency between the sites in and around Temple Meads station that comprise the core part of the EZ. These sites are predominantly in public ownership (Bristol City Council, the Homes and Communities Agency and Network Rail) and this has necessitated a high degree of partnership working in preparing the Spatial Framework.

From the outset, one of Bristol City Council's aspirations was that the Spatial Framework would become a non-statutory planning document for use in determining planning applications. This aspiration was set out in Policy BCAP35 of the Bristol Central Area Plan. To this end, Bristol City Council has brought together work on the Spatial Framework within a single document. It is this document that we have been consulting upon.

2.1 Background to the Sustainable Urban Mobility Plan (SUMP)

The SUMP is a strategic transport plan that focusses on how a combination of infrastructure, policy and behavioural change measures will encourage sustainable travel to, and within, the Enterprise Zone.

2.2 Background to the BTQEZ Making People-friendly Streets and Spaces - A Public Realm Guide

The Public Realm Guide sets out the council's vision for the public realm in the Enterprise Zone and its expectations for the design of people-friendly streets and spaces. Its guidance and tools are applicable to both existing and new streets and public spaces.

3.0 Objectives of the consultation

Public consultation took place from 3rd March to 14th April 2016. The objectives of the consultation and accompanying communications and engagement activities were to:

- Collect feedback from stakeholders to refine the documents;
- Ensure a coordinated approach with interdependent projects in the area, including the Temple Meads Station Masterplan, and the plans for the Bristol Arena;
- Build awareness amongst key stakeholders, politicians, businesses and the public, securing their support for the Spatial Framework being adopted as a material consideration for use in determining planning applications;
- Provide a range of convenient ways for people to get involved and give their feedback.

4.0 Previous engagement & related consultations

4.1 Enterprise Zone Stakeholder Events

Shortly after designation of the EZ, the Local Enterprise Partnership staged a day-long 'Visioning' event at the Old Passenger Shed, Temple Meads (14 October 2011). Approximately 200 stakeholders with various backgrounds and interests participated in this event. The Spatial Framework has sought to articulate spatially the type of place that participants described at this event, and similar events that took place in successive years (3 October 2012 and March 2015).

Key consultative organisations have periodically been consulted on the emerging Spatial Framework. This has involved specific sessions with the Bristol Urban Design Forum (24 July 2014), the Neighbourhood Planning Network (22 July 2015), and the Bristol Civic Society (November 2014).

There have also been a number of opportunities for potential investors and Government to engage with the Spatial Framework, through events such as MIPIM, numerous ministerial visits and a Summit meeting (1 December 2014).

Bristol City Council's Planning Committees have also had a number of presentations over the period of framework preparation (25 January 2012, 27 June 2012, 20 June 2013, and 12 September 2013).

4.2 HCA's Asset Delivery Plan

Most of the sites in the core area of the EZ are in public ownership (Bristol City Council, Homes and Communities Agency and Network Rail). There is a high degree of interdependency between these sites, and therefore it has been important to work closely with our public sector partners (and their consultant teams) to develop the Spatial Framework. To this end, the HCA coordinated a series of workshops (16 June 2014, and September 2014) to inform thinking on sites within their ownership, involving BCC, and Network Rail. In recognition of the historical importance of the listed Station complex, Historic England has also participated at these sessions, convening a Historic England Advisory Board visit on the 22 October 2014.

4.3 Temple Gate consultation

The Temple Gate scheme is a West of England Local Enterprise Partnership Revolving Infrastructure Fund (RIF) funded project, which comprises changes to highway, pedestrian and cycle access from Bath Bridges to the Old Market Roundabout. The scheme aims to tackle some of the issues with the existing configuration of Temple Gate, and will result in a more direct road layout; more direct pedestrian and cycle routes; better public transport facilities; accommodation for MetroBus; and space for new buildings and a public square.

A public consultation on a proposed design for the scheme ran from 12 January to 18 February 2015. The consultation included a widely distributed leaflet, two exhibitions, drop-in staffed events, a meeting for equalities groups, a postcard drop to a 500m catchment area, online engagement and key stakeholder liaison. 998 responses were submitted to the consultation, and the scheme design was updated extensively in line with this feedback. The updated scheme design is incorporated within the Spatial Framework.

4.4 Temple Greenways consultation

The Temple Greenways schemes are West of England Local Enterprise Partnership Revolving Infrastructure Fund (RIF) funded project, which comprises new pedestrian and cycle routes between Temple Meads station and new developments on Arena Island and Cattle Market Road (including a floating pontoon walkway now referred to as the Harbour Walkway).

A public consultation on proposed designs for the schemes ran from 17 March to 12 April 2015. The consultation included a widely distributed leaflet, two exhibitions, outdoor exhibition panels in strategic locations, drop-in staffed events, a meeting for equalities groups, a postcard drop, online engagement and key stakeholder liaison.

The feedback received through this consultation was taken into account when producing the final design of the schemes, which are also incorporated within the Spatial Framework.

4.5 Arena consultation

The Bristol Arena and the surrounding Arena Island development is a crucial component of the Enterprise Zone. Plans for the area have been subject to detailed formal and informal consultation since the Spatial Framework started to be developed.

Arena Island was first identified as a potential development site for an indoor arena more than ten years ago. This was a corporate decision taken by Bristol City Council and the development site was subsequently promoted through the development plan-making process, and included within the adopted Bristol Development Plan and in the Central Area Plan that was adopted in March 2015. As part of the process the council went through an options draft for consultation, publication version for consultation and examination by a Planning Inspector prior to adoption. Since then, the arena development has been the subject of an international design competition, stakeholder events and focus groups.

A pre-planning application formal public consultation ran from 16 September to 13 October 2015. This included face-to-face briefings, public exhibitions, staffed drop-in sessions and meetings supported by proactive publicity including media, social media and online information. Over 1,000 responses were submitted to this consultation, and these had a significant influence on the final scheme included in the planning application. Changes included the addition of new temporary

events spaces; alterations to the upper façade design; and enhancements to cycle and pedestrian access to Arena Island from the A4, amongst others.

A statutory consultation process followed the submission of the planning applications, and proactive publicity aimed to inform citizens about how the scheme had developed and how additional comments could be submitted.

The Spatial Framework reflects the outcomes of this consultation, and how the arena and wider Arena Island development is expected to look.

5.0 Notification and publicity

A range of methods were used to ensure that relevant individuals and organisations were made aware of the consultation and ways of giving their feedback.

5.1 Stakeholder organisations

A list of 288 stakeholder organisations was drawn up to reflect the various groups that have an interest in the Enterprise Zone. This included:

- Enterprise Zone partners;
- Community and neighbourhood groups;
- Transport groups;
- Equalities groups;
- Developers with interests in the area;
- Business groups such as Business West;
- Bristol City Council elected members;
- Emergency services;
- Environment and ecology groups;
- Heritage groups;
- Representatives from the tourism and leisure industries;
- Utilities companies;
- Representatives from local schools and health trusts.

The full list is included in Appendix A. Digital invitations to a key stakeholders' briefing session on 14th March 2016 were sent to this list. These invitations also included information about a public briefing session, where the relevant information was available on- and offline and contact details in case of queries.

5.2 Local businesses and residents

In order to reach those living and working closest to the Enterprise Zone, over 10,000 postcards were sent to all residential and business addresses within the Enterprise Zone, and those within a 500m distance from it, two weeks before the start of the consultation. These postcards gave general information about the consultation and details of a public briefing on 14th March 2016.

These postcards were also distributed to passers-by on Temple Gate on 8th March and to several local cafes, museums and offices:

- Engine Shed
- Temple Studios

- Bristol and Exeter House
- Pithay Studios
- Brunel House council offices
- Café Gusto (adjacent to Engine Shed)
- Hart's Bakery
- Boca Bar
- Yurt Lush
- Phoenix Café
- Arnolfini
- M Shed
- Architecture Centre
- No. 1 Harbourside
- Throughout library network

The postal distribution area of this postcard is included in Appendix B.

Additionally, information about the consultation and a short presentation was given to Neighbourhood Partnership Coordinators for the wards closest to the Enterprise Zone. This was accompanied by an offer to attend individual Neighbourhood Partnership meetings, but no Partnership requested this.

5.3 Wider public

Website

The key portal for information about the consultation was the Bristol Temple Quarter Enterprise Zone website: <http://www.bristoltemplequarter.com/spatialframework>. This page had digital versions of all three documents, as well as a link to the feedback survey and the flythrough video. Additionally, there was a page of FAQs and two news releases. The main consultation webpage had 5,133 hits throughout the consultation period.

Additionally, the consultation was included on the Bristol City Council Consultation Hub.

Newsletters

The consultation was included in several e-newsletters:

- Bristol Temple Quarter Enterprise Zone monthly newsletter;
- Bristol City Council's Our City newsletter;
- Engine Shed monthly newsletter;
- SETsquared tenants' newsletter;
- Ask Bristol newsletter;
- West of England Local Enterprise Partnership monthly newsletter.

Social Media

The consultation was publicised on social media throughout the consultation period by @btqez (over 2,500 followers), @BristolCouncil (over 51,000 followers) and @AskBristol (over 9,000 followers).

Digital screens

A slide advertising the consultation was displayed on the screens in the Citizen Service Point at 100 Temple Street and on the big screen in Millennium Square. An image of this slide is included in Appendix C.

Leadership message

On 29th March 2016, a leadership message from Zoe Willcox, Service Director for Planning at Bristol City Council, was published on the Source, Bristol City Council's intranet. This included details of the consultation and asked staff to share it with citizens known to have a strong interest in the area.

5.4 Press and media

A press launch took place on 3rd March 2016 and was attended by Bristol 24/7, Made in Bristol TV, BBC Points West the South Bristol Voice and Heart Radio. This resulted in generous press coverage, including:

- Several online articles, including the Bristol Post, Bristol 24/7, Bristol Business News and South West Business News;
- A four page spread in the print version of the Bristol Post to mark the launch of the consultation, and a separate piece in its Business section a week before the close of the consultation;
- Extensive coverage on Heart Radio over the weekend of 5th March, with complementary online content;
- Television coverage, including Made in Bristol TV.

See what the Temple Quarter - surrounding new Bristol Arena - could look like when it is finished

By IanOnions | Posted: March 03, 2016



Avon Street after image - credit City Design Group & Richard Carman LD

Comments (5)

These images show how a rundown area of Bristol near Temple Meads railway station could be developed during the next decade and beyond.



Share Video: 'Less Canary Wharf, more Kings Cross'

Bristol24/7, March 3, 2016

< previous article | next article >

Derelict buildings and land around Temple Meads will be transformed into homes, offices and new squares under plans to create the 'Kings Cross of Bristol'.

A selection of the online coverage

A press release was sent to a list of Bristol City Council media contacts, and was shared on the Bristol City Council online newsroom and the Bristol Temple Quarter Enterprise Zone website. The release also appeared on the homepage of the Source, Bristol City Council's intranet.

A second press release was issued in the same way on 7th April 2016, giving a one week reminder about the close of the consultation.

6.0 Consultation materials

6.1 Postcard

15,000 postcards were printed and used to publicise the consultation. More details about the distribution of this postcard are included in the previous section (5.2). An image of this postcard is included in Appendix B.

6.2 Printed documents

40 copies of each document were printed. One copy of each was sent to each library within Bristol, and the other copies were brought to consultation events. One copy was supplied to the Architecture Centre.

6.3 Exhibition boards

5 exhibition boards were produced for use at consultation events. These are included in Appendix D.

6.4 Flythrough video

A 3D flythrough was produced to coincide with the launch of the consultation. This visualised how the zone could look in 2037 and was based on the 3D model used in Section 4 of the Spatial Framework. It was placed prominently on the consultation webpage, and uploaded to the Bristol Temple Quarter Enterprise Zone YouTube page. It received 3,245 views during the consultation period, and was shared by local media.

6.5 Printed and digital surveys

The main way of collecting feedback on the documents was an online survey generated using SurveyMonkey. The link to this was included on the main consultation webpage and on the Consultation Hub.

Additionally, printed feedback surveys were distributed to all libraries in Bristol.

6.6 Presentations

At the various meetings and briefings which took place throughout the consultation period, a presentation was given by the project team, before questions and further discussion. The core material in the presentations remained largely the same throughout the consultation period.

A sample presentation is included in Appendix E.

7.0 Consultation events

Several events were run in the run up to and as part of consultation, targeting key groups and individuals. They are listed below chronologically.

7.1 Partner consultation (Network Rail, HCA and Historic England), 24 November 2015 and 21 December 2015

Bristol City Council coordinated a series of workshops with its Enterprise Zone partners on the draft Spatial Framework prior to the launch of the public consultation.

Format

A presentation was given by Andy Gibbins and Julie Witham (Bristol City Council City Design) and Colin Rees (Bristol City Council Strategic City Transport). This was followed by questions from the partners.

7.2 Bristol Temple Quarter Enterprise Zone board briefing, 7 January 2016

A briefing on the documents was given to the Enterprise Zone board.

Format

A presentation was given by Neil Bradbury (Interim Programme Director, Bristol Temple Quarter Enterprise Zone). This was followed by a question and answer session.

7.3 West of England Joint Scrutiny Committee, 4th March 2016

The Spatial Framework was included as an agenda item for the March 2016 meeting of the West of England Joint Scrutiny Committee. This had a focus on transport and Temple Meads Station.

Format

A presentation was given by Oliver Coltman (Bristol City Council Strategic City Transport) and Phil Brown (Network Rail). This was followed by questions from the Committee. The paper that was supplied for this meeting is included in Appendix F.

7.4 Bus Operators Briefing, 7th March 2016

Representatives from the bus operators were invited to a briefing at 100 Temple Street.

A presentation was given by Oliver Coltman (Bristol City Council Strategic City Transport). This was followed by questions and discussion concerning future work to further improve bus access to the Enterprise Zone.

7.5 Members' briefing, 8th March 2016

All Bristol City Councillors were invited to a briefing about the three documents.

The session began with a PowerPoint presentation by representatives of the project team, which explained the background and aims of the documents, their use to date and aspirations for their future documents. It also gave a summary of the content of section three of the Spatial Framework, and was followed by questions from the floor.

Notes from this session are included in Appendix H.

7.6 Taxi Forum, 8th March 2016

Attendees

- Cllr Estella Tincknell (Chair, Public Safety and Protection Committee)
- Jonathan Martin (BCC)
- Alex Smethurst (BCC)
- Emma Lake (BCC)
- Pat Jones (National Taxi Association)
- Hugh Hunt (Streamline Taxis)
- Jerry Cronin (AFC Taxis)
- Chris Cronin (AFC Taxis)
- Abdul Djahlat (HC driver)
- Steve Bird (BCC)
- John Warren (BCC)
- Abigail Smith (BCC)
- James Aitchison (Avon and Somerset Police)

Format

A presentation was given by Oliver Coltman (Bristol City Council Strategic City Transport), followed by questions from the floor. Minutes of this meeting relating to the Spatial Framework are included in Appendix I.

7.7 Neighbourhood Partnership Coordinators' meeting, 9th March 2016

Project team representatives attended a monthly meeting of Neighbourhood Partnership Coordinators and gave a presentation on the consultation with the request that the information be cascaded down to individuals and Partnerships likely to have an interest in it.

7.8 Stakeholder organisations' briefing, 14th March 2016

Attendees

Invitations to this session were issued to over 200 named representatives of groups and organisations with a potential interest in the Enterprise Zone. Over 50 people (excluding the project team) attended, representing the following interests:

- Architecture Centre
- Avon and Somerset Constabulary
- Bath and North East Somerset Council
- Bristol Cats & Dogs Home
- Bristol City Council Housing Team
- Bristol Cycling Campaign
- Bristol Neighbourhood Planning Network
- Bristol Ramblers
- Civic Society
- Developers, architects and local commercial property owners (e.g. Verve, DTZ, Skanska, JLL, Alec French)
- Easton and Lawrence Hill Neighbourhood Partnership
- Engine Shed
- Environment Agency
- Friends of Suburban Bristol Railways
- Highways England
- Historic England
- Local Access Forum
- Network Rail
- Old Market Neighbourhood Planning Forum
- Redcliffe Futures Group
- South West Transport Network
- Totterdown Residents Association (TRESA)
- Transport for Greater Bristol
- University Hospitals Bristol NHS Trust
- Wessex Water
- West of England Local Enterprise Partnership
- Windmill Hill City Farm
- Windmill Hill Planning Group

Format

The session began with a presentation by representatives of the project team, which explained the background and aims of the documents, their use to date and aspirations for their future

documents. It also gave a summary of the content of section three of the Spatial Framework, and was followed by a demonstration of the 3D model used for section four of the Framework. The presentation was followed by questions from the floor. The meeting then adjourned for more informal one-to-one discussions.

The feedback given by attendees at this session is outlined in section 10.2, and notes from the meeting are included in Appendix G.

7.9 Public briefing, 14th March 2016

An evening briefing session was held at Engine Shed for members of the public and, in particular, local residents and businesses. This was attended by over 70 people.

Format

The session began with a PowerPoint presentation by representatives of the project team, which explained the background and aims of the documents, their use to date and aspirations for their future documents. It also gave a summary of the content of section three of the Spatial Framework, and was followed by a demonstration of the 3D model used for section four of the Framework. The presentation was followed by questions from the floor. The meeting then adjourned for more informal one-to-one discussions.

Notes from the meeting are included in Appendix J.



Members of the public at the briefing

7.10 Business West – Chamber and Initiative briefing, 12th April 2016

Representatives from Business West were invited to attend the briefings on 14th March. As they were unable to attend, a separate briefing was set up for Business West members. As this happened on 12th April, very close to the end of the consultation period, the deadline for feedback from Business West members was extended to 21st April.

Attendees

The session was attended by 24 representatives from the business and development community, including Barton Willmore, Savills, ARUP, West of England Initiative, Osborne Clarke and CH2M.



Business West members at the briefing

Format

The session began with a PowerPoint presentation by representatives of the project team, which explained the background and aims of the documents, their use to date and aspirations for their future documents. It also gave a summary of the content of section three of the Spatial Framework, and was followed by questions from the floor and the opportunity for one to one conversations

Notes from this session are included in Appendix K.

8.0 Survey feedback

Public consultation on the documents closed on 14th April, with 71 responses received via the online survey. One paper response was also received

8.1 Who responded

More than half of respondents either worked or lived in or near the Enterprise Zone, with three quarters visiting or passing through the area once a month or more. 19 respondents passed through on foot; 13 by bike and 14 by car. The rest of the respondents used a range of modes of transport, including rail, Park & Ride, bus, taxi, HGV and motorcycle.

Other reasons for having an interest the area included commuting in by rail (13 respondents); catching a bus (7 respondents), travelling through on the way to somewhere else (18 respondents); owning land in the area (4 respondents) and looking to invest in the area (3 respondents).

All respondents who supplied a postcode gave one from within the Bristol area, and 7 responded on behalf of a company or organization.

8.2 Summary of responses

Respondents were able to choose which sections of the documents they wished to give their feedback on and, as such, the following analysis is restricted to those respondents that answered each question. Quantitative response data is included in Appendix L.

59 people chose to share their opinions on the placeshaping objectives of the Spatial Framework and, of these, 55 were fully or broadly supportive. Strong support was also shown for several other aspects of the Framework, in particular proposed building heights (39 out of 56 respondents) and the provision of heat networks and high speed broadband (35 out of 45 respondents).

General support was shown for proposed land use (29 of 51 respondents), but a high proportion of those who responded (16 respondents) wanted to see more residential and less employment uses. 24 of the 36 people who responded to questions about the Framework's proposals for quayside walkways and bridges were supportive, but 19 people thought that access to the waterways could be promoted even further.

Both the proposed development layout and Cycle Route improvements did not receive majority support from respondents. Only 23 of 49 respondents supported the development layout, and only 14 thought that the network of streets and spaces looked logical. The primary concern was that there was too much development and not enough public space. 16 of the 36 people who gave their views on the Framework's Cycle Route improvements supported them, but 15 people thought the proposals did not go far enough. 8 respondents thought that the Framework placed too much emphasis on cycling.

The four Place Plans were generally well received; specific responses to each of these are contained in sections 8.14 – 8.17.

The approach and proposals of the SUMP received a high level of support. 42 of the 45 people who gave feedback on the SUMP agreed that better sustainable transport infrastructure was important to the future success of the Enterprise Zone, and 35 agreed that better sustainable transport policy was important for this as well. 29 out of 43 respondents thought that better use of sustainable transport behavioural change measures were important for the zone's future success. Suggested parking levels for employment uses were also well received, with 26 of 38 respondents supporting them.

There was considerable support for the public realm qualities proposed in the Public Realm Guide (27 of 34 respondents).

8.3 Spatial Framework key themes

The questionnaire responses have revealed a number of key topics and themes, which are summarised below. Quantitative response data is included in Appendix L.

The online survey followed the structure of the Framework, asking questions specific to the various proposals and Place Plans in the document. As respondents could choose which sections to answer, the bulk of this summary follows the same structure.

However, there were some recurring themes that arose across all sections:

Connectivity

Currently, connectivity of the zone to the city centre and adjoining neighbourhoods (particularly to the East and South) is poor. This is the result of a combination of causes, primarily poor public transport options and routes, the number of road crossings and busy roads that cross the area (such as the A4044). This hampers local residents' ability to access the zone (and move onwards to the city centre), and creates a poor arrival experience at Temple Meads. As such, it was felt that including 'connectivity' in the Framework's objectives was important and correct, but that this could be reflected further in specific schemes put forward in the document.

Accessibility

One of the most prominent themes arising from responses to the Spatial Framework survey was access for the disabled (physical and otherwise) and those with limited mobility. This was seen as a priority, and perceived to be currently underrepresented in the Framework. In particular, all paths, public spaces and developments should be fully accessible. The needs of users with limited mobility should also be considered when deciding the distance between transport stops and popular destinations, and when planning transport interchanges. Several respondents also thought this should be reflected in the choice of images used in the document.

Segregated cycleways

Although the proposals for improved and increased cycle routes and facilities were well received, many respondents felt that the use of shared pedestrian/cycle routes should be completely avoided, with shared use seen as being particularly problematic on busy commuter routes (such as Bath Road and Temple Gate). This was primarily due to safety concerns: a lack of road space pushing pedestrians or cyclists into traffic; increased chance of collisions between pedestrians and cyclists; making the area more difficult to navigate for disabled people such as the partially sighted and those with restricted mobility. The Framework's position on shared space should be made clear, and there is a distinct appetite for all shared spaces to be removed from it.

Amenities

As the Enterprise Zone project develops, more people will be living and working in the area. As a result of this, more amenities are needed to support this growing community. Respondents that raised this subject had a particular focus on retail (including supermarkets and convenience stores selling essentials), but also the night time economy, leisure and community facilities (such as schools and doctors' surgeries). These developments should not, however, be at the expense of public spaces and transport interchanges, and should not negatively affect the aesthetics of the area. Additional comments on this subject stated:

- Late night venues should not sit alongside residential developments
- Independent businesses (retail and leisure) should have a distinct presence.

Overarching aesthetic and architectural vision

As the zone is made up of a range of developments, many respondents felt that there needed to be an overarching aesthetic and architectural vision for the area. This would ensure individual developments complemented each other, and that a tangible and distinctive sense of place could be created in the area. If this is not in place, there were concerns that the zone could end up looking disjointed, corporate and bland. It was acknowledged that the Framework goes some way towards doing this, but it needs to be built on, and a greater responsibility needs to be placed on developers to adhere to it. If the area is to be a place for people to live and spend leisure time, it needs quality spaces and a good environment.

Green and public spaces

Comments were made on the majority of the sections of the Framework proposing a larger amount of green and public spaces. This was due to the positive effects they were perceived to have, in terms of health, aesthetics, ensuring the zone is active throughout the day and as locations for leisure uses. More detail is given about this in the following sections, and in the summary of responses to the Public Realm Guide (section 8.19). Several comments expressed a desire for this focus on 'greening' to be extended to the built environment, through environmentally friendly buildings and infrastructure.

Residential uses

Although housing provision is included in the Framework, it was generally felt that more clarity was needed on the types of housing intended, and in which locations. The majority of respondents felt that the mix of land uses in the Framework was appropriate, but several comments were made suggesting that there should be more affordable, council and social housing within the mix. Some concerns were raised about the inclusion of student housing and buy to let properties.

Additional comments made by a smaller number of respondents, but which applied to the Spatial Framework as a whole, included:

- Redevelopment should be to the benefit of local and independent businesses in particular. Current businesses in the area should be protected and supported. There should be employment opportunities for local residents;
- The emphasis on pedestrians and cyclists will be to the detriment of the road network, by either increasing congestion or rerouting traffic to the detriment of other routes that do not currently have acute problems;
- There is a need for clarity on the feasibility and deliverability of the various developments and proposals outlined in the Framework. Local residents and businesses are keen to know how the council will ensure that the document is adhered to.

The following section will deal with comments on the various parts of section three of the Framework individually.

8.4 Development layout

The primary concern regarding development layout was that there was too much development and not enough public space, in particular green public space. It was felt that the inclusion of more of these spaces across the area would be beneficial to the Enterprise Zone as a whole, having positive impacts on air quality and the vibrancy of the area. Particular suggestions for consideration included:

- New trees;
- Wildlife spaces near the river;
- Street furniture;
- Community and market spaces.

Some respondents also felt that the proposed layout was too dense, and would thus have a detrimental impact on the amount of natural light in the area, and make it less pleasant and more difficult to walk around.

Transport connections and access were another recurring theme, with respondents stressing the need for development layout to be sensitive to pedestrian, cyclist and traffic flows. Particular suggestions included:

- An interchange at Temple Meads, with the provision of an Eastern entrance;
- Ensuring space for segregated cycle routes throughout the development;
- Giving greater priority to the area between Temple Meads and the Three Lamps Junction;
- Increased levels of parking;
- Raised walkways instead of street level crossings.

Other comments made on development layout:

- New developments should not result in local businesses being pushed out (particular mentions of the Reckless Engineer pub and the Bristol Wood Recycling Project);
- An expression of support for the link to St Vincents
- A request for clarity on how it is proposed to incorporate retail into developments;
- The proposed retention of the site between SL02C and SL02D could prejudice against wider development (of those two adjoining sites).

8.5 Development form (building heights)

The majority of respondents supported the mix of building heights proposed in the Framework.

However, it was additionally noted that, as massing of tall buildings can be oppressive and intimidating (especially to pedestrians), care should be taken to ensure that they do not have a negative impact on the quality of surrounding areas in terms of light and aesthetics, and that they should be separated by public and green space to mitigate this effect. However, several comments also expressed support for high density tall buildings, as they would reduce sprawl, encourage sustainable travel and be an appropriate symbol of Bristol's 'city' status.

Some sightlines were singled out for protection by respondents: towards Temple Meads station, St Mary Redcliffe church and the coloured houses of Totterdown. One respondent asked that the shape as well as the height of the skyline be taken into account.

Additionally, there were several comments about particular buildings/areas¹:

- The area around the arena / Motion nightclub / Cattle Market Road is not suitable for a tall building (27m high) as it would risk views and crowd the station;
- The corner of Station Approach and Temple Gate should not be used for a medium rise building and should instead be green space;
- All buildings in the Enterprise Zone should be a maximum of 5 floors tall;
- Having a focal building near Bath Road is not feasible in light of the current access issues there.

8.6 Land use

Although majority support was shown for the mix of land uses proposed in the Spatial Framework, a recurring theme in the comments was that more housing was needed. In particular, respondents wanted to see a mix of housing sizes and types, with several specifically mentioning affordable, social and council housing. It was felt that this would help create the critical mass needed to ensure the success of the surrounding mixed use developments, and that having a community to take ownership of the area would make it more vibrant. If a higher number of residential units were proposed, more community facilities and amenities would also be required.

The majority of comments referenced the above. Other comments made by one or few respondents are listed below:

- Employment uses should have a creative industry focus;
- Independent businesses should be prioritised for retail;
- Retail in and around station should not be limited;
- Support for meanwhile uses;

¹ Unless otherwise stated, these comments were given by individual respondents (i.e. they do not represent a majority view)

- There should be more leisure uses in Avon Riverside;
- There should not be a car park on the KwikFit site;
- Residential developments should have ample car parking facilities;
- Support for combined use of buildings (e.g. active ground floor, residential above)
- Employment areas and residential areas should be mixed; this would make the area feel safer and more lively at night;
- Vertical gardens should be implemented;
- Development contracts should include clauses to keep the area looking good, with a limit on construction periods;
- The waterfront should be mainly leisure use.

8.7 High speed broadband and heat networks

There was a high level of support for both high speed broadband and heat networks, although there was felt to be gaps in the information supplied in the Framework. In particular, more information was desired on:

- The timeline for their installation;
- Energy centres (e.g. what they are, whether they produce emissions, need regular deliveries of fuel or create noise).

It was felt that, without this information, it was difficult to judge whether the proposed placement of energy centres was appropriate; for example, if they were polluting, there were objections to them being close to schools or residential areas.

Additional comments on high speed broadband and heat networks were:

- Concern over whether their installation would cause big disruptions (Dings Park was mentioned in particular);
- Air conditioning should also be added to the plans;
- A fee could be added to service costs of those on the network, and this could go towards paying back the costs of the infrastructure and developing it further.

8.8 Public spaces

The survey asked about several public spaces, and comments relevant only to specific spaces are summarised in the table below. However, some comments were applicable across all the spaces.

In general, it was felt that public spaces (especially those that included greening) were an important addition to new and existing developments. They should be complimentary to the developments surrounding them, active throughout the day and adequately separated from traffic. These spaces should also be fully accessible.

Additional comments and suggestions related to public spaces:

- Include large trees as in Queen's Square;
- The more natural materials used the better;
- Native tree species wherever possible;
- Water fountains for drinking;
- Nature reserve;

- Private businesses should encourage this reinvigoration of public spaces;
- Provision for growing food;
- Play spaces;
- Residential streets should be kept quiet;
- Parking should not be limited;
- The proposals show a good combination of using old spaces and new developments.

Space	Comments
Temple Place	<ul style="list-style-type: none"> • A sense of light and air needs to be maintained in this location, with trees and vegetation. This space needs softening to create a more welcoming space in which people can gather. Install public tables and pergolas or covered walkways to shelter under. • Will squeeze traffic into a narrower space, causing more congestion and making it harder for those going east on Redcliffe Way to turn onto Victoria Street or Temple Way towards the City Centre.
Brunel Square	<ul style="list-style-type: none"> • It is not wholly clear how passengers could be dropped off/picked up at the station. • Will it impede station parking? • Ensure seating is provided • The space available for bus pull-ins/loops in this area should be maximized to future-proof the possibility of greater numbers of buses using Brunel Square as a stop for Temple Meads.
Cattle Market Square	<i>No further specific comments</i>
Arena Plaza	<ul style="list-style-type: none"> • Currently a bit vague in terms of what will be there. What about on non-event days?
Arena Terrace	<ul style="list-style-type: none"> • Could the area be tree lined to make it greener and absorb pollution from nearby cars? • Not large enough
Victor Place	<i>No further specific comments</i>
Avon Street Marketplace	<ul style="list-style-type: none"> • Seems a bit detached from parking areas and public road transport - i.e. buses. Would such a place be better off closer to the station and/or arena?
Broad Plain	<ul style="list-style-type: none"> • If made green and in keeping with the architecture of the area, could be a good development. • Plans for this space seem underdeveloped, it is tiny. • Remove the road leading to Gardiner Haskins and make it a cycle lane/increased park space.
Station Approach	<ul style="list-style-type: none"> • This looks much better, a mess currently • This needs re-planning with an emphasis on pedestrian safety. It is ridiculous that passengers should have to cross such a wide and well-used section of road to get to the short-stay car park. Taxis should have a separate entrance where they are not blocking pedestrians and individual vehicles. • Very bleak and unwelcoming. • Redirect primary pedestrian traffic out from the other side of the station. • Does not make sense. Short of a teleporter the route won't get shorter, but forcing cars, taxis and buses out of the area will only add to congestion and make the station harder to reach. • Concerned that bus and taxi will be relocated - where will these go? Interchange must be retained and bus connectivity is critical to facilitate easy modal transfer.

Space	Comments
The Square and Amphitheatre	<ul style="list-style-type: none"> • Fine, though the adjacent car park space should be retained for parking - multistorey to aid access to the arena and station. • More parking required! • not large enough • The route of buses and cars (to new multistorey) through the new Temple Back East/Isambard Walk two-way road should not detract from the pedestrian flow and quiet enjoyment of public space in these areas. • This needs to be made safer at night. More buildings open during evening to reduce feelings of isolating walking through the dead office areas. It also needs more grass and greenery.
Totterdown Basin	<ul style="list-style-type: none"> • Meaningful green space - wildlife friendly, not just fancy looking plants with no habitat. • The developments impinge upon and limit recreational and commercial use of the Feeder Canal and Totterdown Basin. • Would love to see this become a place to hang out and enjoy the waterside. • Landscaping and foot/cycle-ways a must.
Cattle Market Green	<ul style="list-style-type: none"> • I think there should be a city farm, both as a community resource like Windmill Hill City Farm and to grow local food for sale direct to residents, businesses and visitors, within the development and may be Cattle Market Green could be expanded to provide space for one? • Meaningful green space - wildlife friendly, not just fancy looking plants with no habitat. • Might be nice to allow space for high quality street food vendors on this site. • This area needs to be carefully thought through as it may provide good cover for drug dealing and other crime. • Making the cycle path pleasantly landscaped would encourage more people to explore down along the riverside.
Totterdown Reserve	<ul style="list-style-type: none"> • I like that this would be more actively managed to improve ecological diversity. • Meaningful green space - wildlife friendly, not just fancy looking plants with no habitat. • Needs cleaning up and a proper secure and attractive fence/wall installing on the upper edge (alongside the A4 footpath). • Perhaps some work can be done on this site to look at the remains of the Blue Bowl pub, and have it as an historic ruin. • The areas to the right hand side of the Bath Road heading towards Temple Meads could be improved making it a nicer walk way for pedestrians and cyclists. The pavement should also be widened, so that it is safer for pedestrians to walk and pass each other without the risk of being hit by cyclists. Perhaps this could become more of a nature reserve promoting bees and butterflies, which will offset some of the pollution in this stretch.

Space	Comments
Sparke Evans Park	<ul style="list-style-type: none"> • A play space would help encourage use by young families (especially from the new Paintworks development). • Better paving would make it more inviting. • I would love to see this used more, but am not certain you could grow food there as it is so polluted by local roads. • Love this park and often walk through it while heading to city centre. No development of current green areas please, but adjacent garden centre development welcome - as are other areas, improved seating, sign posting and so on. Should include restoration of a riverside walk from St. Anne's/St. George through to Temple Meads. • Meaningful green space - wildlife friendly, not just fancy looking plants with no habitat
St. Mary Redcliffe Cemetery	<ul style="list-style-type: none"> • Also would be great to cut into the paintworks site so could follow the river paths all the way to Totterdown Reserve. • Good idea to link together with Sparke Evans Park and Arnos Cemetery, create a walk extension by allowing access to the footbridge over the Avon to Sparke Evans. • I love the cemetery as it is. • I think it would be great to link this with Spark Evans parks (via the footbridge, then cutting into the cemetery rather than walking along Edward Road). • Would be great to see this used as a community space.
Brunel Yard	<ul style="list-style-type: none"> • The gate house is lovely and should be maintained.
Bristol and Exeter Yard	<ul style="list-style-type: none"> • I really like the vista of Temple Meads and the old station building that has been opened up here from the main road. I think the whole of this area should be retained as an open space rather than building along the edge of Temple Way. It could be an amazing combination of park and square. • Play space / exercise / nature friendly. • The space available for bus pull-ins in this area should be maximized to future-proof the possibility of greater numbers of buses using Bristol & Exeter Yard as a stop for Temple Meads.
Motion Nightclub	<ul style="list-style-type: none"> • Play space / exercise / nature friendly. • Remove it; this won't be in existence in 5 years' time. • The plans don't seem to make clear whether this will disrupt the running of Motion - which is an already existing local asset which many people value.
St. Vincent Works Yard	<ul style="list-style-type: none"> • Love to see this beautiful building be reanimated. • Play space / exercise / nature friendly • Something similar to Paintworks would be a respectful use for the buildings. • Needs to have residential use nearby too to avoid it feeling dead at night. • Removing parking seems stupid given how much parking is already being lost.

8.9 Pedestrian route improvements

The survey asked about several pedestrian routes, and comments relevant only to specific routes are summarised in the table below. However, some comments were applicable across all the routes.

Accessibility was a key issue in this section, with respondents asking that all routes take into account pedestrians of all levels of ability and wheelchair users. Alongside and related to this, the issue of segregated cycle paths was prevalent, with many respondents requesting that cyclists and pedestrians not share the same path.

Pedestrian routes should be easy to navigate and should connect existing neighbourhoods to the zone; again, South Bristol and Totterdown were singled out as currently being particularly poorly connected and several respondents suggested that the Bath Road Promenade should be a priority.

Another suggestion was that it would be good to have a link all along the South side of the river to the Totterdown Reserve, via Sparke Evans Park and Paintworks.

Some respondents raised concerns about the safety of the routes, and asked that this be a primary concern, especially where footpaths went under railway bridges and along the waterside.

Finally, it was suggested that all routes should have seating, plants and public toilets.

Route	Comments
Brunel Mile	<ul style="list-style-type: none"> Anything has to be better than the blustery and traffic heavy crossing from Temple Meads to Redcliffe Way that is currently in place. Having a long and simple pedestrian route is one thing, but cutting this part off seems to make it hard for people going eastbound on Redcliffe Way. Would like to see priority given to pedestrians - easier crossings, wider footpaths, segregation and screening from motor traffic Regarding extended Brunel Mile pedestrian/cycle route with one stage crossing of Temple Gate to Temple Square, FOSBR hope that the retail and office developments on Temple Square/Plot 6 do not impede sightlines and (clearly-signed) pedestrian flow to new northern station entrance. This needs to minimise road crossing.
Temple Gate	<ul style="list-style-type: none"> The cross-road system will clog up already extensive traffic which is partially alleviated by the roundabout. Removing it will cause traffic to back up against the station, along Redcliffe Way and Temple Way toward the city centre, meaning more fumes will be pumped out into nearby areas.
Old Market Bus Hub Link	<ul style="list-style-type: none"> Bicycle traffic needs to be frustrated on this route and diverted as it dissuades pedestrian use. In particular bicycle usage should be stopped on the 'S' shaped bridge. This is worth doing, but only a marginal improvement. Through bus services from East Bristol or a shuttle link of some kind would be more useful.
The Friary	<i>No further specific comments</i>
Redcliffe Hill Bus Hub Link	<ul style="list-style-type: none"> Will the tram pole be preserved? I love the industrial beauty of it and it is historically important to Bristol.
Station Street	<ul style="list-style-type: none"> Good idea should've been done a long time ago. But should be bright, clean, active and have underground shop/cafe access... a good reference point would be Umea Station in Osaka (otherwise known as Osaka Station). The public access subway under Temple Meads from Cattle Market Road to Friary (and thus many bus stops/multi-storey car park/further pedestrian routes to north-west of station) looks essential to cope with pedestrian flow from the Arena so FOSBR hope funding can be secured for this element as soon as possible. Will help breathe life into landlocked adjacent site

Route	Comments
Bath Road Promenade	<ul style="list-style-type: none"> • Anything will be better than existing • It needs widening - shared space with pedestrians and cyclists is too narrow. Take space from the foot path on the other side (remove and push bus lane into that space). Bristol Bridge and the walls and hoardings on the strip are ugly and unkempt. Decorate and make them welcoming. • Nice in theory and could make it easier for pedestrians and cyclists to pass one another, however could cause congestion issues if it squeezes the road into single lanes. There should be a right-turn element introduced to three lamps junction to improve navigation between the Wells and Bath Roads. • This is currently a very dangerous pedestrian route, shared with cyclists and extremely dangerous road. Accident waiting to happen, and so this needs to be addressed if this is seriously to be considered as a major pedestrian route. This should be prioritised as it's the major walking route past the arena, and it is unlikely that any of the other routes will provide viable alternatives to divert pedestrians from this busy route. • This needs to be much friendlier to the large amounts of foot traffic the new arena will create. It is currently far too narrow and the sharing between cyclists and pedestrians makes it worse. Perhaps the arena/station side could be for pedestrians while the other side could be two-way cycle traffic. Keeping them segregated is a must for the safety of both groups. • This walkway needs drastic improvements. It needs to be made possible for pedestrians to walk past each other without risk of being hit by cyclists. • Very much needed. Should take away one of the traffic lanes on Bath Road, build a two-way cycle superhighway, and reinstate a decent-width pedestrian footpath which at the moment is about two feet wide so woefully inadequate for the amount of on-foot commuters it carries. • It is really important to improve the route between Three Lamps junction and Bristol temple Quarter. This is long overdue and the council should not shy away from it because it is difficult. A great deal of money is being spent in the area and some of it must be spent to improve walking and cycling routes from Three Lamps to the Temple Quarter.
Silverthorne Lane/Gas Lane/Kingsland Road/Midland Road	<i>No further specific comments</i>
Arena Island	<ul style="list-style-type: none"> • Ensure lighting for safety

8.10 Quayside walkways and bridges

The survey asked about several quayside walkways, and comments relevant only to specific ones are summarised in the table below. Many comments were offered in support of all the quaysides in the Framework (these do not appear in the table). Some additional comments were applicable across all of them.

Two of the most prominent of these were, once again, accessibility and the necessity for segregating pedestrians and cyclists. As with the bridges in the Framework, it was felt that the quaysides needed to be wide and well maintained. Boosting access to quaysides was extremely desirable, and they were also seen as a good location for leisure and social activities, especially during the daytime.

Quayside	Comments
Finzel's Reach	<ul style="list-style-type: none"> The bridge proposed will cause danger to commercial and recreational users of the floating harbour. The new brown building facing Castle Park is unbelievably ugly and a bit of a travesty, please don't let other buildings be that bad.
Floating Harbour North Shore	<ul style="list-style-type: none"> Unnecessary: the road bridge is very close and this will provide good shelter for rough sleeping and drug dealing. It will also make water navigation more dangerous. In routing the footpath through the tunnel under the railway lines, the waterway should still remain open.
Floating Harbour South Shore	<ul style="list-style-type: none"> I think this is great and would allow people south of the city to have a pleasant route into the shopping centres of Broadmead and Cabot Circus, without needing to go via BTM or the busy Victoria Street & Temple Way. However, this assumes access from Bath Road into the Arena site, then through to the Basin. In routing the footpath through the tunnel under the railway lines, the waterway should still remain open. This will provide good shelter for rough sleeping and drug dealing. It will also make water navigation more dangerous.
Feeder Canal North Shore	<ul style="list-style-type: none"> Too restricted so won't encourage more use. This is already a pleasant pedestrian route so any enhancements would be welcome. The existing stone wall to the east of SL02D has some heritage value which may make direct access from the footbridge crossing the Feeder Canal problematic. Further massing proposals for buildings raising from the Canal side may prevent connectivity directly in front of the Canal. However, the provision of courtyards and on-site leisure facilities should aim to encourage pedestrians into the site from Silverthorne Lane, particularly if and when water taxi services extend to the SL02C and SL02D sites to utilise the Canal inlet.
Riverside	<ul style="list-style-type: none"> This path could be extended alongside the Arena and link up with the path going up to the Three Lamps Junction to provide an alternative waterside route to walking down Bath Road and another pedestrian route to the Arena Too restricted and so won't encourage more use.
Totterdown Reach	<ul style="list-style-type: none"> Totterdown Reach needs to be connected to a good quality walking route along the Bath Road. I like this but why not connect with the solid blue line already in Paintworks rather than directing back onto Bath Road. This would give it more purpose for usage (i.e. going to Paintworks, whereas the current design just creates a pleasant walk, but requires going downhill, then climbing back uphill at either end). Can this path be extended along the river bank too?
Paintworks	<i>No further specific comments</i>

The survey also asked about several existing and proposed bridges, and comments relevant only to specific ones are summarised in the table below. Many comments were offered in support of all the bridges in the Framework (these do not appear in the table). Some additional comments were applicable across all the bridges.

Two of the most prominent of these were, once again, accessibility and the necessity for segregating pedestrians and cyclists. It was also noted that the design and materials of bridges should take into

account both the need to be aesthetically pleasing and to be safe, especially in wet or extreme weather, and to be wide and well maintained. One respondent suggested that bridge design competitions would be a good way of helping ensure this.

Some concerns were raised about how often the new bridges would be used, but this was balanced by the aforementioned support for them.

Bridge	Comments
Silverthorne Bridge	<i>No further specific comments</i>
Lock Bridge	<ul style="list-style-type: none"> Due to the narrowing of the lock rowing boats have to raise their oars here. The bridge will need to be 7m above high water level or it will stop rowing vessels.
Arena Bridge	<i>No further specific comments</i>
St. Philip's Footbridge	<i>No further specific comments</i>
St. Vincent's Bridge	<ul style="list-style-type: none"> Improvement is well needed, but only if the cycle / walk ways along Silverthorne lane are performed. No point upgrading a bridge until that is done.
Bath Road Promenade	<ul style="list-style-type: none"> I love this idea and think improved walking and cycling routes would reduce car usage (currently the route is very off putting and considered dangerous). There needs to access for pedestrians and cycles from here to the arena and quayside - from the space between the A4 railway bridges and further up the A4. The current path is dark, steep and inadequate. It needs to be good quality as far as Paintworks and even beyond. There should be an associated Wells Road Promenade.

8.11 Cycle Route improvements

The survey asked about several cycle routes, and comments relevant only to specific routes are summarised in the table below. However, some comments were applicable across all the routes.

As with the majority of the preceding sections, segregation of cyclists and pedestrians was of paramount concern, with a high number of respondents asking that this be implemented throughout the cycle route network, primarily for reasons of safety. Another common comment was that cycle routes should be clearly identifiable (ideally in the zone and throughout the wider city area); for example, through being painted a different colour. Additionally, some comments requested that, as well as being clearly identifiable, cycle routes throughout the zone be separated by raised curbs. Another theme arising from the comments on this section was the need for an ongoing maintenance plan for the routes, through lighting and appropriate road surfacing.

The cycle route thought to have the highest priority for improvements was the Bath Road Promenade, due to the current pavement being too narrow for cyclists and pedestrians to safely pass one another (see table below for some specific comments). Several respondents also requested its extension further into South Bristol (Wells Road and Bath Road).

Additional comments included:

- The need for all areas to have signs warning cyclists of the danger of HGVs' blind spots [in order to help prevent serious accidents];
- A cycle path should go from Brunel Mile to Ashton Court;
- There should be a guarantee that cycle routes don't end in the middle of key routes, which is a problem on several existing routes in Bristol;

- The plans are not ambitious enough;
- Cycle routes must be allied with a joined up traffic management plan which allows free flow of traffic where it exists, removes it where possible via improved public transport, and provides good parking.

Route	Comments
Brunel Mile	<ul style="list-style-type: none"> • I've only cycled around here when the Portway was closed. It would be nice if a traffic free bike path led from the Brunel Way into Ashton Court.
Temple Gate – Temple Way	<ul style="list-style-type: none"> • I love that cyclists will have a dedicated light crossing here. • I'd like to see guarantees that these paths/lanes don't end just before the most critical parts of the way as they often do in Bristol.
Old Market Bus Hub Link	<ul style="list-style-type: none"> • An overhead, artsy-designed cycle bridge would be cool. to go from The Long Bar in Old Market over the big road to the other side - Cabot Circus bus-stops, or near castle street. It would be more scenic and encouraging for less confident cyclists. • This route should be preserved for pedestrians and bicycle usage stopped.
Bristol to Bath Railway Path	<ul style="list-style-type: none"> • Too much emphasis on cyclist at the expense of walkers. • I love the Bristol to Bath cycle path, lots of sculptures, a water fountain, maintained hedgerows, smooth tarmacked paths with clear indication of pedestrian and cycle lanes... etc. more of that Please! :) Current lighting is dull though. In Spain they have funky lampshades that look like giant crickets, and ornate lampposts. Maybe lighting could be aesthetically pleasing. • It would be better to use it for everyone to have a quick route into the centre not the small percentage of cyclists who use it. See how many use the roads because it isn't safe to use. It would make a brilliant metro bus link and everyone could use it.
Redcliffe Hill Bus Hub Link	<i>No further specific comments</i>
Clarence Road – Cattle Market Road - Feeder Road	<ul style="list-style-type: none"> • Cycle routes will need a reasonable level of priority across junctions. • Feeder road is currently unwelcoming to the cyclist. Feels very much dominated by road traffic. Also crossings at the Clarence Road, Bath Road, Cattle Mkt Road junction are very confused from a cyclist's POV. Dangerously so. Needs simplifying. • Feeder Road is very industrial looking, please can you commission lots of University art students to produce sculptures for along the cycle path? Metal, wood, mosaic, iron etc. maybe with a running theme? • How will people in Brislington access route from Avon Meads? Via hugely busy roads? • I love this full length route and can imagine it being very well used. • The area where 6 crosses 7 needs to have cyclist-specific lights and priority • This is the only good bit of cycle route built recently. • This is the route I use to commute via cycle. A dedicated cycle lane uninterrupted by parking would increase safety and encourage more cycling. • This should be a 2 way bus and taxi route to provide E/W access to the station.

Route	Comments
Bath Road Promenade	<ul style="list-style-type: none"> • Massive improvements need to be made here. The pavement isn't wide enough for pedestrians and cyclists to pass. The zebra crossing at 3 Lamps is dangerous, because it is a blind corner on the Totterdown side crossing into the island. • This is currently dangerous, it's too narrow and an accident could easily happen with someone falling into the main road. It should be wider, 2 way. It also disappears just before the station so I often see people cycling on the pavement at the Temple Meads end. Cycling access to Bristol's main train station is currently embarrassingly poor for a 'cycling city'. • This is next to a very busy road, currently shared by cyclists and pedestrians and too narrow, it's an accident waiting to happen which will become worse with the arena project.
River Avon (route 3 National Cycle Network)	<ul style="list-style-type: none"> • Feels sometimes like it's been abandoned and left to fall into the river. Could be a feature route if given some investment and reinforcement. • Please can the lighting be really funky? rather than standard white/orange lightbulbs on a plain metal pole
Arena Island	<ul style="list-style-type: none"> • If you are widening the cycle path, please could you make it a gentle incline?

8.12 Public transport and station improvements

The majority of comments regarding the proposals in this section of the Framework were overwhelmingly positive and expressed support for the various potential improvements outlined, especially in light of increased passenger numbers and creating a positive arrival experience for rail passengers. The comments included in the below table cover only those additional to these messages of support.

One of the main issues that arose through the comments related to bus stops (including Park and Ride and MetroBus); many respondents felt that these were too far away from the train station, reducing its efficacy as a transport exchange and presenting an obstacle particularly for those with limited mobility. A particular suggestion was for bus stops to be located on the Friary, and one respondent wanted the bus station to be next to Temple Meads station. Another popular comment was that bus shelters needed to be upgraded, with real time information systems wherever possible.

Another popular comment was that taxis should no longer be able to drop off passengers on Station Approach, especially if no other vehicular traffic is allowed there. Again, it was suggested that this should be relocated to the Friary.

As mentioned earlier in this report, there was a general feeling amongst respondents that public transport provision around the zone was especially poor, especially bus routes and the local train network with respect to punctuality, routes and accessibility. This was of particular concern in light of the success of the zone putting more pressure on the transport network, and routes from South and East Bristol were thought to be particularly poor.

Other suggestions and comments not included in the below:

- There should be a free shuttle from the train station to key points in the city (as exists at Manchester Piccadilly);
- Trams would be a good addition to the transport network;
- Include a bus-only right turn into the Friary from Temple Gate;
- There should be more retail and business services on Station Approach;
- Do not sell Temple Meads;

- Improve bus links into the city centre from the Mendip towns (in terms of frequency and timing).

Proposed improvement	Comments
New station platforms in the Midland (Digby Wyatt) Shed and Brunel's Passenger Shed	<i>No further specific comments</i>
A new street level station ticket hall	<ul style="list-style-type: none"> • Cannot see any advantage to this. • Can't see the point of this. The existing one is at street level to the top of the approach ramp outside. • Pointless, ticket office is fine where it is, perhaps move the pickup machines to improve flow.
A new street level entrance on the north side of the station	<ul style="list-style-type: none"> • It already exists no change needed • This appears crucial in joining up Temple Meads with the city. Pedestrians should be able to stroll out and feel like they have arrived, rather than being ejected out in to the confused mess of Station Approach. • This will only work if it is designed with pedestrians in mind as well as the buses • Can't see the point of this.
A new street level entrance on the east side of the station	<ul style="list-style-type: none"> • Have a ticket office here or at least ticket machines to improve flow. • Very sensible - but needs to not get lost in amongst whatever is planned for the sorting office.
A new publicly accessible street beneath the station	<ul style="list-style-type: none"> • Awesome. Exploit it commercially while ensuring safety for those using it - lighting, cleanliness, security and aesthetics. • This could be a good way of avoiding the suspended footpaths over the floating harbour
A new multi-storey station car park	<ul style="list-style-type: none"> • As long as it's not too brutish. • Car routes to the new multi-storey should be not detract from pedestrian flow/enjoyment of public spaces Brunel Square/ Friary/Knights Templar Square/Isambard Walk or compromise the space available for bus lanes/stops/loops. • Encouraging driving into the TQEZ is not a positive step • Good, but does it make up for all the loss of carpark space from other developments and will it be adequate for car users on Arena event days? • This should be designed carefully and attractively (if that's possible with a multi-storey?! Maybe its roof should have solar panels? • This will encourage more use of the Friary and could lead to conflict with the proposed public transport and pedestrian and cycle improvements. • Very necessary, a better location would be at 4 where it could serve the station and the arena
New MetroBus stop	<ul style="list-style-type: none"> • Good as long as it's joined in with the improved pedestrian flow into Temple Meads • Metro bus is old technology with a very limited life. It will have no relevance in the long term • Will this come at the expense of traffic lanes? If so, it'll cause more congestion

Proposed improvement	Comments
A relocated Park and Ride stop	<i>No further specific comments</i>
Buses relocated from Station Approach to The Friary	<ul style="list-style-type: none"> • Bus stops should be clustered close to convenient station entrances as far as the smooth timetabling of routes allows. Consideration should be given to a bus-only right-turn into Friary for buses only to allow north-west bound buses to set-down/pick up closer to station as well as south-east bound buses. • Careful management of vehicles to ensure the area remains desirable for pedestrians and cyclists. • Some bus relocation to here but both Station Approach and The Friary will be needed • Would cause congestion with vehicular traffic going to multi-storey car park. Would be more sensible to keep buses and taxis where they are, but move cars to the North Entrance (and or east entrance).
Bus stops relocated along Temple Gate closer to the crossing	<ul style="list-style-type: none"> • Could make them too remote. The stop for the number 1 seems distant already. Should be pushed back the other way. Lose bus stops up here and add stops on The Friary. • They're right next to the crossing now unless you're moving the crossing, but why? That'd just back traffic up on to the roundabout. • Too far from pedestrian access to station • Why do they need relocating and where to, passengers need fully accessible safe bus stops, close to where they are for.
Better links to existing bus hubs at Old Market and Redcliffe Hill	<ul style="list-style-type: none"> • The routes to these "bus hubs" are not short or obvious so clear information of directions and distance should be provided.
Reorganised taxi ranks (Station Approach)	<ul style="list-style-type: none"> • As long as pedestrians and cycles have a higher priority • Couldn't the taxi ranks also be on The Friary, so the station approach could be entirely pedestrian (and a great public space?)
Ferry services extended to a new stop at Totterdown Basin	<ul style="list-style-type: none"> • Various suggestions for route extension: to sites SL02C and SL02D; • Brislington; Sparke Evans Park; Avon Meads; St. Annes; Netham. • This makes a lot of sense, but the stop has to be fully accessible and the area improved to make it safe.

8.13 Changes to highway access

With the caveat that proposed changes to highway access relating to Temple Gate and the arena had already been consulted on (please see section 4.0), and the results of these consultations reflected in the current version of the Spatial Framework, respondents were asked if they had any comments generally about highway access in the zone. There were a few prevalent themes in the responses:

The tension between drivers and other road users (pedestrians/cyclists)

Several respondents felt that the majority of the highway network in the zone, particularly around Temple Meads and the Wells and Bath Roads, was currently unsafe for pedestrians and cyclists and that intervention was necessary to make it a more pleasant environment for them. To do this, pedestrian (and, to a certain extent, cycle) routes need to be made clearer, and separated from cars wherever possible. The general feeling amongst respondents was that pedestrians should have priority.

Encouraging sustainable travel

Related to this, it was felt that steps should be taken to make traveling to the city centre by car the least efficient solution, which would in turn incentivise people to leave their cars on the outskirts of the city and use means of transport to continue their journeys. This would also have a beneficial effect on air quality and make the zone a more pleasant and easy place to pass through and travel to.

Connectivity

Several respondents felt that the highway network currently crossing the zone acted as a barrier to the east and south of the city (e.g. the east is cut off by the A4 and Temple Meads, and the Bath Road and Bath Bridges Junction cuts off the south). This makes travelling into or through the zone from those directions difficult and unpleasant, and any changes to highway access should ameliorate or remove these existing problems. These barriers are problematic for both drivers and those using other modes of transport.

3 Lamps Junction

Several respondents requested that a right turn be allowed at the 3 Lamps Junction coming from Totterdown and onto the Bath Road. The current route for drivers attempting this was felt to be circuitous, inconvenient, unnecessary and to have a negative effect on traffic congestion.

Right turn onto the Friary

Several respondents requested that a right turn be allowed onto the Friary, again to allow drivers to avoid having to take circuitous routes. One respondent suggested that this could be a bus-only right turn in order to allow for flexibility in bus route planning going forward.

Cattle Market Road

There was some concern over plans to make Cattle Market Road one way eastbound, as this was perceived to have a negative effect on the permeability of the area, by drivers, buses and taxis (especially from the east). This was seen to be a particular problem in light of the arena development.

Other suggestions and comments not included in the above:

- Remove 75% of traffic lights;
- Keep all routes two way;
- The bottleneck at the bottom of the M32 needs to be looked at;
- Close one of the bridges at Bath Bridges to traffic and make the remainder a simplified two-way pair of junctions.

8.14 Place Plan: Temple Meads City Gateway

The comments submitted on the Place Plan for Temple Meads City Gateway to a certain extent replicated comments outlined in the preceding sections, namely the poor quality of public transport options to the area, the need for it to be fully accessible and the need for high quality public and green space featuring a mix of uses (including residential). The architectural integrity and quality of the buildings was also raised.

Site-specific comments are outlined in the below table.

Site	Comment
TM01 Temple Meads North (Plot 6)	<ul style="list-style-type: none"> • FOSBR would wish to maximize the transport interchange element of the site, ensuring free-flow and obvious routes to the new station entrance with appropriate retail elements. • Concerned about incentivising significant traffic flow to the area if a car park is built. • I am concerned about the security, lighting, air quality of the underground street, which is good in theory but will you be creating another Bear Pit • Must be in keeping with the grandeur of the train station and not detract from it. • Must have enough space for through traffic as well, as bus and metro bus. All public transport and public areas must be fully accessible for all. Multi story is essential.
TM02 Temple Gate (The Island site and Temple Circus)	<ul style="list-style-type: none"> • As these have been near derelict for some time, any improvements to these buildings would be welcome. • I hope to see the George railway pub, re open as a pub. This is such a lovely building. Also the Grosvenor would make an excellent hotel • Must have enough space for through traffic as well, as bus and MetroBus. All public transport and public areas must be fully accessible for all with segregated cycle lane but not at the detriment to others.
TM03 Temple Meads Station	<ul style="list-style-type: none"> • Development should be in keeping with the station's fine architectural history. • Any proposals to maximise space, retail opportunities and transit routes is to be welcomed, with due consideration to the historic fabric of the building. I would like to see the reinstatement of the original wooden spire above the clock tower. • FOSBR welcome the additional platforms in the Digby Wyatt shed, and look forward to more detailed designs around the new station entrances and passenger flow between them. • A Changing Places facility should be included. • Not futuristic enough
TM04 Bristol and Exeter Yard (including TCN and Collett House site)	<ul style="list-style-type: none"> • As stated elsewhere, FOSBR suggest that space for bus pull-ins is maximized in this area to future-proof for the possibility of greater numbers of buses using Bristol & Exeter Yard as a stop for Temple Meads. • Need to ensure these are not oppressive buildings. • New development should be sympathetic to the existing heritage estate. • Please protect those lovely warehouse buildings and the businesses (creative industry) using them. • This should remain without development. I love the vista of Temple Meads opened up from Temple Way. It could be a great public space, with small cafes/bars around and about. • This site is a possible location for a bus/coach station. The existing bus/coach stops on the public highway outside Bristol Temple Meads cause congestion and danger to other road users, especially cyclists. If the "City Gateway" concept is to transform Bristol Temple Meads into a multi-modal transport hub, the planners need to think more carefully (and ambitiously) about how different modes of transport can be integrated on this site. Otherwise, all of this high-minded rhetoric will prove meaningless, and an incredible opportunity to transform Bristol's transport infrastructure will be missed.

Site	Comment
TM05 Bath Parade (Former Garage site, Temple Gate House, Templegate Peugeot and multi-storey car park)	<ul style="list-style-type: none"> Active ground floor must be included.
TM06 The Cattle Market (Former Royal Mail Sorting Office and environs)	<ul style="list-style-type: none"> A very good site for the second main station entrance and car park for the station and arena. As stated elsewhere FOSBR would wish the layout offers free-flow and obvious routes to the new station entrance with appropriate retail elements. More could be made of the waterfront here. Could there be public space going up steps to the new buildings? The Cattle Market Tavern building has character and it would be nice to see this incorporated into plans for this site. Also it would be great to protect the Bristol Wood Recycling Project or consider offering them an alternative site in St Phillips/Silverthorne Lane. Great organisation. The Cattle Market Tavern should be saved from demolition, restored to public house / leisure type use and incorporated in the plan for TM06.

8.15 Place Plan: Temple Quay

The comments submitted on the Place Plan for Temple Quay to a certain extent replicated comments outlined in the preceding sections, primarily the need for it to be fully accessible and to incorporate spaces that will ensure the area is active outside of office hours. Some concerns were raised across several sites about building heights and quality of design (please see table below for specifics) and, as such, it is important to bear in mind each site's relation to the wider area when developments come forward. Additional general comments made were:

- That the plans included elements that will encourage crime;
- That more attention needed to be paid to facilitating the use of waterways in the area;
- That complementary architecture and building materials with links to the area's heritage should be used.

Site-specific comments are outlined in the below table.

Site	Comment
TQ01 Brunel Dock	<ul style="list-style-type: none"> A high-end business hotel and conference hotel would be particularly welcome. Pedestrian access to Temple Meads must be prioritised. Bristol has quite a few hotels. Perhaps consider a more Japanese approach here - multi-storey car park - links to carpark next door, department store with hotel on top and underground shopping access connected to proposed underground walk. Building another waterfront high building will ruin the open space that is currently here. It would be nicer to make this plot of land a nice public open space by the river with trees and nature rather than another big concrete building which will make The Square very gloomy in the winter as it will become hemmed in on all sides by big buildings.

Site	Comment
	<ul style="list-style-type: none"> • Critical that this is not too built up, and has a sense of shared space. Isambard Walk shouldn't be too enclosed by this development • There should be some sort of performance place here/.
TQ02 Bank Place	<i>No further specific comments</i>
TQ03 Glassfields	<ul style="list-style-type: none"> • I would like to see more active ground floor use in these areas to encourage pedestrian traffic through the zone. • Very ugly design, underground car park and bike route clash, level of buildings far too high close to Christopher Thomas Court, derisory communal spaces and facilities lacking green space. • Should not completely obscure existing older buildings / views.
TQ04-TQ08 Temple Quay North	<ul style="list-style-type: none"> • I would like to see more active ground floor use in these areas to encourage pedestrian traffic through the zone. • TQ04: ugly design, car and bike route clash, level of buildings too high close to Christopher Thomas Court, unambitious communal spaces with poor green spaces. Suggest making half of TQ05 a green square to compensate and increase retail space for local shops.

8.16 Place Plan: Silverthorne Lane

The comments submitted on the Place Plan for Silverthorne Lane to a certain extent replicated comments outlined in the preceding sections, primarily the need for high quality public and green space featuring a mix of uses (including residential). In this area in particular, there was a concern about existing businesses, which fall outside of the Enterprise Zone's key sectors, being pushed out by any new developments.

Additional general comments included:

- Heritage assets should be restored wherever possible, preserving the architectural and historical integrity of area whilst enabling it to become a vibrant new quarter.
- Create a new canal parallel to the footpath over Silverthorne Bridge, going under Avon Street to the open space by Gas Lane, then cutting back down to the Feeder Canal. This would increase waterfront potential and create an Amsterdam-style canal quarter.
- There should be more parking for residents and casual visitors.

Site-specific comments are outlined in the below table.

Site	Comments
SL01 Avon Street Wharf	<ul style="list-style-type: none"> • Seems a bit remote and there's no public transport or parking hubs for people wishing to go to the market from outside the immediate area. Nice idea, but ill-thought.
SL02 Feeder Works	<ul style="list-style-type: none"> • Hard to comment. Not really clear if any of these developments close to Barton Hill would be sympathetic to the area and community or if it will simply be blocks of exclusive apartments and an example of dull gentrification. • The draft Framework shows the retention of the small 1980s office structure between sites SL02C and SL02D. This building has no historic value or particular architectural merit and as such should not be identified for retention. The continued retention of this building or no particular merit could adversely effect the deliverability of comprehensive development on sites SL02C and SL02D. The Framework should allow sufficient flexibility in terms of building heights and

Site	Comments
	development block layouts to enable a variety of development proposals to be delivered in the Silverthorne Lane area.
SL03 Gas Works	<ul style="list-style-type: none"> As well as bars and cafes, already mentioned in the zone, there should be a site for a traditional, welcoming, local pub. How about in this block?
SL04 Freestone Place	<ul style="list-style-type: none"> There also needs to be a community centre/community hall.

8.17 Place Plan: Avon Riverside

The comments submitted on the Place Plan for Avon Riverside to a certain extent replicated comments outlined in the preceding sections, primarily the need for it to be fully accessible and to incorporate green and public spaces (with the riverside being protected as a green corridor). The architectural integrity and quality of the buildings was also raised.

Additional general comments included:

- A hydro/tidal generation plant to be included on the river;
- That a previously refused scheme (07/02745/F) could be redesigned now.

Site-specific comments are outlined in the below table.

Site	Comments
AR01 Arena Island	<i>No further specific comments</i>
AR02 Fish Dock	<ul style="list-style-type: none"> Don't like the idea of a car park as it would just increase congestion on the surrounding roads. If a car park is constructed, it should be screened with greenery. Parking for the Arena is desperately needed but you should consider - ease of access to the parking from the busy Bath Road, what it does to the visibility of the Arena from the Road (visuals are important for a city like Bristol), and how cars get onto the road from it. What if they are coming from the south and want to get into the carpark? Or wish to go north or west from the car park? - how will these be facilitated? The proposed multistory car park is needed.
AR03 Totterdown Reach	<ul style="list-style-type: none"> Although this will no doubt be beneficial, it is important to acknowledge where Totterdown actually is. The map shows how densely populated the housing area of Totterdown is. It is important to consider routes and crossings so that people who live in Totterdown can safely and easily reach 'Totterdown Reach'. Leave alone, would further congest the already busy Bath Road, there would be no turn right access to the area, and would curtail the green space. The left side of the bridge is a lovely green space why build on it. A walkway through it would be great and needs to be fully accessible and have a segregated cycle way. The right side should be redeveloped and walkways through it would be great and needs to be fully accessible and have a segregated cycle way
AR04 Paintworks	<ul style="list-style-type: none"> Completing the site with development on the remaining open plot will bring the area together. Needs a road route across to St. Philips Marsh to alleviate potential traffic issues on the already congested Bath Road. Must not interfere with Edward and Chatsworth Roads.

Site	Comments
	<ul style="list-style-type: none"> The buildings that are being built seem very tall for the area.
AR05 Victor and Albert Works	<ul style="list-style-type: none"> Good location for a city farm.

8.18 Sustainable Urban Mobility Plan (SUMP)

Whilst the proposals in the SUMP were generally well received, there were a few recurring areas of concern raised by some consultees.

The first of these was *accessibility and access*: several respondents felt that the document did not place enough emphasis on ensuring that all aspects of the Enterprise Zone were easily navigable by the elderly, families and those with mobility issues. As well as ensuring public spaces were fully accessible, adequate parking and improved public transport connections were seen as key to ensuring full and easy access to the zone.

Concerns about accessibility were often raised in conjunction with another popular comment: that routes shared by pedestrians and cyclists could be a cause of conflict and instead need to be *segregated*. It was felt that shared use routes would be problematic for both cyclists and pedestrians (segregation was indeed suggested by both groups), and that it would be potentially hazardous for those with reduced mobility.

Other comments from consultees included a perceived over-emphasis of cycling measures in the document, the need for cheaper and more convenient public transport and a call for the extension of ferry operations.

Parking provision

Another aspect of the SUMP that respondents were asked to specifically comment on was parking provision. Though the document's suggestions for parking provision were well received, there was a range of additional comments submitted via the survey.

Several respondents were concerned that lower levels of parking would discourage people from visiting the zone, and that they would make it harder to attract new businesses to the area. There were also concerns about threats to residents' current parking facilities, especially resulting from the arena development.

A suggestion that came up several times was that certain types of driver should be given priority for parking, including those with limited mobility, local residents and users of car club and electric vehicles. An additional suggestion related to parking provision in the zone was that the amount of cycle parking should be increased; this has been taken on board and will be reflected in the updated document.

8.19 Public Realm Guide

Several key themes arose from the feedback given specifically on the Public Realm Guide.

Quality of public spaces

Multiple comments referenced the need for "green" and sustainable to be prominent qualities for public spaces within the Enterprise Zone. It was felt that being green and sustainable underpinned

the other qualities outlined by the guide, and would contribute to better air quality, attract wildlife and enhance the general attractiveness of the space.

The attractiveness of public spaces was another recurring scheme, with several people referencing the need for a high quality built environment around them.

The need for public spaces to be active throughout the day was also referenced, with good lighting after dark.

Particular suggestions included having different types of street furniture, benches by the water, shelters, places for reflection, vegetation and trees.

Ownership of public spaces

Multiple comments referenced the need for local communities to have a sense of ownership of public spaces. This would ensure that they were spaces where people wanted to be, that they were well-used, vibrant and active throughout the day (and year)/

Safety and security

Multiple comments referenced the need to ensure that public spaces were safe and secure, especially at night.

Accessibility

A key aspect of public spaces is that they should be accessible for all, and this is not promoted sufficiently in the document. Ways in which this could be done is seating at regular intervals; segregated pedestrian and cycle ways; Changing Places facilities; sufficient vehicle access and parking.

Other comments

Additional comments and suggestions submitted via this section of the survey included:

- Particular support for the public realm qualities promoted in the Silverthorne Lane area
- There is a need for more affordable housing, and student housing should not be allowed
- The proposals should not compromise residential streets being quiet at night
- There shouldn't be any new bars or late night venues, and existing ones should be looked after
- More should be done to reduce energy demand and generate green energy (e.g. a tidal mill)
- More parking is needed

9.0 Feedback by letter

A number of individuals and organisations responded to the consultation via letter. Concerns raised in these letters are summarized in the following table:

Respondent	Key areas of concern
Natural England	None
Historic England	Impact of tall buildings on listed assets
Environment Agency	Public Realm Guide's Appendix A (Policy Background)
SW Transport Network	Station parking provision Public transport Coach parking

	<p>Listed buildings and need to restore historic pubs</p> <p>Design of bus interchange on Friary</p> <p>Protection of a corridor for future light rail</p>
Rapid Transit Network Co-ordinator, West of England LEP	Retention of protected corridor along the Friary for any future rapid transit
Business West	<p>Need for further market input</p> <p>Consideration of the wider area, including St. Phillips Marsh</p> <p>Transport and access</p>
Bristol Civic Society	<p>Need for area project briefs for priority sites: Temple Meads North (TM01A/B), Temple Gate (TM02A/B) and The Cattle Market (TM06)</p> <p>Viability of the proposed Major Schemes Service within BCC resource constraints</p> <p>Proposed building heights considered too tall</p> <p>Insufficient details on greening the EZ</p> <p>Viability of aspiration for active ground level uses</p> <p>Use of Isambard Walk for vehicles</p> <p>Pedestrian/cycling access from North, West and South and to new station entrance (Brunel Square). Inconsistencies between SF and SUMP</p> <p>Signage and way-finding</p> <p>Silverthorne Lane – need for upfront access improvements to open up development opportunities</p>
Bristol Woman's Voice	Inclusivity issues
Living Easton Heritage and Environmental Group	<p>Heritage issues – station, Cattle Market Road, historic lock gates</p> <p>Protection of a corridor for future light rail</p> <p>Reopen station entrance from Cattle Market Road</p>
Origin 3 on behalf of Wales and West Utilities (owner of Sites SL03C and SL03D -Gas	Designation of Site SL03 (Gas Works) for low rise buildings – likely to make site unviable to develop considering high site remediation costs

Works)	
GVA on behalf of Skanska (owner of Site TM04A-Bristol and Exeter Yard)	<p>Heating and high speed broadband – need for clear timescales and guidance for developments expected prior to its implementation, and more consideration of ‘fabric first’ approach</p> <p>New and enhanced public space – need for Public Realm Guide Part 3 (materials specification) to be prepared quickly and consulted upon</p> <p>Public transport and station improvements-need for landowner engagement, and assurances that sites such as TM04A can proceed in advance of Station Masterplan</p> <p>Temple Gate and Bristol and Exeter Yard – clarification on opportunities for a joint approach</p> <p>Appendix G: Development Quality Expectations – concerns over the expectation for super-major developments to achieve the BREEAM for Communities excellent standard</p> <p>Appendix I: Suggested parking levels considered too restrictive</p>
G Royal London Asset Management (owner of Site TQ03 – Glassfields)VA on behalf of	Site TQ03 (Glassfields) and the aspiration for cafes, restaurants, shops in the retained buildings adjacent to Broad Plain
Barton Wilmore on behalf of Temple Way Devco (owners of Site TQ02-Bank Place)	<p>Site TQ02 (Bank Place) and the need to better reflect emerging development proposals currently in pre-app, and specifically the need for greater building height</p> <p>Delivery-greater emphasis required on economic viability, desirability, deliverability and phase-ability</p> <p>SUMP- more information required on expectations for development to contribute to transport infrastructure</p>
GVA on behalf of HCA	<p>Need to improve linkages to Victoria Street</p> <p>Detailed design issues in association to Friary</p>
GVA on behalf of Temple Quay Management Ltd/Bank of Ireland	Use of private estate roads to access the station
Barton Willmore	Plan-making should extend beyond EZ boundary to consider St. Phillip’s Marsh, Redcliffe and Victoria Street

	<p>Imbalance between new jobs and homes in favour of jobs</p> <p>SUMP/Appendix I: Suggested parking levels considered too restrictive</p> <p>Heat Network – further information required</p>
Alder King on behalf of Landowner, Silverthorne Lane area (sites not specified)	<p>Silverthorne Lane area, and specifically:</p> <ul style="list-style-type: none"> • greater flexibility on building heights • need for more housing, a market-led approach to land use and increase in frontages where active ground floor uses are proposed • review of flood risk zones • significance and condition of heritage assets and desire for greater flexibility in dealing with heritage assets • accessibility, particularly along the waterfront • need to factor in high quality public realm into viability assessments
Tetlow King on behalf of Premier Forest Estates Ltd (landowner of SL02C and D)	<p>Silverthorne Lane area, and specifically:</p> <ul style="list-style-type: none"> • greater flexibility on building heights (particularly considering viability issues in delivering • need for more housing, and the promotion of a broader range of jobs (beyond B1 and A2 uses) • flexibility on parking standards • removal of requirement to retain small building on canal inlet • desire to promote ferry stop at inlet
Warren Marsh	Access to the north side of station for public transport, vehicles and servicing
Suadd Walker	Mobility issues. Shared/segregated space

10.0 Feedback from events

10.1 West of England Joint Scrutiny Committee

A presentation of the Framework, focusing on the Temple Meads area, was given. Questions from the committee members followed. The committee members were supportive of the aspirations and direction of the Framework and were clear in their desire to see significant progress made toward delivering regeneration of Bristol Temple Meads station.

10.2 Key Stakeholders' briefing

After a presentation of the Framework was given, questions were taken from attendees. The following list sums up the concerns raised through this discussion.

- Effective implementation of simplified planning, especially with respect to mixed use and retail; in particular, the “500sqm rule”;
- Parking issues are currently constraining growth at Paintworks, and these could be alleviated by a Park and Ride between Paintworks and the arena;

- Support for pedestrian and cycle routes along the river, but query as to how the Spatial Framework proposals fit with other works that are currently underway, such as the new bridge in Keynsham.
- The need to take account of existing communities, in particular those that are closest to the area and most densely populated. Residents from these communities must be able to walk and cycle safely into the area. This needs to be manifested in actual physical routes.
- Public transport links – in particular, how buses will arrive in and travel through the area;
- Incongruity of shared pedestrian and cycle routes and the city's ambition for 20% cycling in 5-6 years;
- Legibility of the transport interchange at Temple Meads if taxis are separated from buses;
- The Friary: there should be a right turn into the Friary; can the Friary's capacity be increased by using Temple Gate East to aid the flow of buses;
- Potential for Bristol and Exeter Yard to be a bus stop;
- The impact of the potential sale of Temple Meads station;
- Feasibility of Temple Meads station redevelopment;
- The need for smaller scale enterprise at street level between the train station and the city centre (especially around Victoria Street).

10.3 Members' briefing

This was primarily an information session to brief members on the content of the Framework. However, some items of feedback arose through the meeting, and these are listed below.

- The way in which cycle paths in the Enterprise Zone connect with those just outside it, such as Clarendon Road and Bedminster Bridge;
- The need for improvements on Bath Road (across all modes of transport);
- Future-proofing plans so that new technologies such as driverless cars can be accommodated;
- Connectivity and legibility between the Enterprise Zone and the city centre;
- The need to retain accessible parking close to the station;
- The potential relocation or need to retain premises for businesses currently based around Silverthorne Lane;
- The need for facilities such as schools if residential uses are proposed;
- Need for lab / research and development space.

10.4 Taxi Forum

This was primarily an information session, and attendees were advised to submit comments via the public consultation. However, one attendee asked about the new eastern entrance to Temple Meads station and whether there were any revised plans for a drop-off area for residents who are planning to use platform 15 (the platform for inter-city rail), possibly located at Avon Street.

10.5 Public briefing

After a presentation of the Framework was given, questions were taken from attendees. The following list sums up the concerns raised through this discussion.

- Industries and businesses currently based in the area will be pushed out if they do not fit in with the Enterprise Zone's key sectors (e.g. industrial uses);
- The potential for Bristol and Exeter Yard to be used for buses;

- The need for the zone to have a vibrant mix of uses, including smaller workspace, workshops and artist space;
- There needs to be consideration of the impact of development including the need for more schools, parks and facilities.

10.6 Business West – Chamber and Initiative briefing

Following this briefing session, a formal response was submitted by Business West – Chamber and Initiative, the key points of which are summarised in the table in section 9.0. The notes from this session are included in Appendix K.

11.0 Key issues raised and team responses

Having reviewed the comments that have been provided through the survey, letter and at events, the key issues arising from the consultation have been distilled, and a response has been set out. The Spatial framework (SF) will be amended in line with these responses.

11.1 Table of more detailed issues and individual responses

Development layout
<p><i>Concern about the loss of historic assets, particularly local pubs, and requests for greater flexibility with respect to the reuse and adaptability of heritage assets (both listed and non-listed) in Silverthorne Lane (issues raised by property agents).</i></p> <p>Response:</p> <ul style="list-style-type: none"> • The Heritage Assessment that accompanies the Spatial Framework provides a rigorous analysis of the historic fabric of the area. The Spatial Framework remains committed towards delivering a heritage-led regeneration of the Silverthorne Lane area. The Spatial Framework is considered to provide the appropriate balance between protection of heritage assets and opportunities for reuse and adaptation, consistent with national planning policy and legislation. • A section will be added on building retention, which sets out the importance of both the listed and non-listed assets; • Listed boundary walls and non-listed assets will be added to the plan, differentiating between the two; • A strong rationale will be provided for the retention of non-listed assets such as the Cattle Market Tavern, Grosvenor Hotel, Collett House, and the building on the canal inlet, clarifying that it is not possible to insist on their retention; • The document will be cross referenced to the Heritage Assessment. <p><i>Concern that there is too much development and not enough public space</i></p> <p>Response:</p> <p>It is difficult to increase the amount of public realm space without undermining the viability of development in the area.</p>
Development form
<p><i>Whilst the majority of survey respondents were supportive of the building heights being proposed, land owners generally wanted the ability to build higher (particularly in the Silverthorne Lane area) and organisations such as the Bristol Civic Society and Historic England had concerns that buildings were too high in certain locations</i></p> <p>Response:</p> <ul style="list-style-type: none"> • Following further visual assessment work to consider concerns which were raised, we are confident

that the development form guidelines provided are robust and allow for the most intense development form possible without causing harm to the area's historic assets. However, a proposal for a tall building along Bath Parade (BCC owned site directly opposite Temple Meads Station on Temple Gate) has been reduced in height so that it will not have a negative impact on the view to St. Mary Redcliffe Church from Prince Street Bridge.

- The document text will be strengthened in respect to buildings around Temple Meads station not appearing above the roofline of the station complex when viewed from the ramp;
- We will confirm the quantum of development proposed through the SF, and ensure consistency throughout;
- A new category showing 1-storey pavilion buildings will be added to the key;
- View corridors relating to the incorporated masterplan for Temple Quay North Shore will be added;
- Opportunity for focal building on Totterdown Reach (to be consistent with 3D model) will be added.

Land use

General support was shown for proposed land use but a high proportion of those who responded wanted to see more residential and less employment uses;

Requests to review housing/employment split to address concerns that there is insufficient housing to create a balanced community and to meet housing targets for the WoE region (Business West/property agents), and to ensure that the EZ properly provides sufficient affordable housing;

Clarity sought on the types of housing intended, with aspirations that there should be more affordable, council and social housing within the mix. Some concerns were raised about the inclusion of student housing and buy to let properties.

Response:

- Land use guidance has been updated to allow most sites within the EZ (excluding those immediately adjacent to the Station) to incorporate between 40-60% of the floorspace as residential. This will facilitate an element of residential development at most locations in the EZ, enhance the potential for development viability and discourage single use areas being created.
- Reference to adopted housing policy has been added in respect to affordable housing provision (Policy BCS17 of the Core Strategy and Policy DM3 of the Site Allocations and Development Management Policies).
- Greater clarity will be provided on affordable housing provision promoted throughout the Spatial Framework (40% to north of the River Avon, 30% to the south). The approach to affordable housing will be consistent with Local Plan policies

Requests that a broad range of jobs should be promoted within EZ, not just office jobs

Response: A clearer definition of employment uses to include (B1, C1, D2, A2, A3 and A4) will be provided;

Requests to review rationale for allocating sites for residential/employment led-uses in Silverthorne Lane, and to consider promoting more active ground floor uses along Feeder Canal and Harbour (issue raised by property agents)

Response: Frontages where active ground floor uses are being promoted will be added to the plan, increasing the scope for such uses where higher footfall is expected.

Requests for retail (including supermarkets and convenience stores selling essentials), a vibrant night time economy, leisure uses and community facilities (such as schools and doctors' surgeries)

Response:

- A section relating to 'Community Infrastructure' will be added, making reference to the facilities that

<p>a new community would require within a walking catchment area;</p> <ul style="list-style-type: none"> • Confirm that there is a need for a secondary school in the city centre, and the sites within the EZ under consideration. <p><i>Concerns over the obstacles to delivering small scale retail outside the central Area (Verve Properties)</i></p> <p>Response: Clarification will be provided on adopted policy in respect to retail provision and how it differs inside and outside the Central Area.</p> <p><i>Concern that large floor plate businesses do not dominate, and there are opportunities for small and independent businesses.</i></p> <p>Response:</p> <p>The Spatial Framework provides a context for developments accommodating businesses of varying scales. The Spatial Framework will be updated to clarify what is meant by ‘flexible workspace’ as referred to in the planning policy, highlighting two local examples – The Paintworks and Engine shed – both of which provide space for small independent businesses</p>
<p>Heating and high speed broadband networks</p> <p><i>Strong support for the provision of heat networks and high speed broadband. However, the development community sought greater certainty over phasing, and greater flexibility over meeting environmental performance standards, and sustainability practitioners wanted greater recognition of a range of environmental concerns and the range of measures that could address these concerns. The public wanted to understand more about the nature of the energy centres and whether they would be polluting.</i></p> <p>Response:</p> <ul style="list-style-type: none"> • Retitle the section ‘Environmental Design and Construction’, setting out the relevant policy background, and how this might be achieved in the EZ; • Incorporate comments by the Sustainability Team including need to include Bristol’s CO₂ reduction targets, the importance of dealing with the cumulative and operational construction phase impacts and the importance of recognising the risk of overheating; • Reframe the guidance to emphasise that the proposed heat network is one of a range of measures that contribute towards meeting policy requirements (others include a fabric first approach, green roofs, solar PV, maximising solar gain for heating, reducing plan depths to enable natural ventilation and reduce cooling demand etc.); • Incorporate further details about the energy centres themselves; • Restate the need for buildings to achieve a BREEAM ‘excellent’ rating, and super schemes to achieve a BREEAM communities ‘excellent’ rating. • The suggestion that the Spatial Framework should simplify standard conditions in terms of when BREEAM Certificates can be submitted has been rejected as this is too detailed for a strategic document
<p>New and enhanced public spaces</p> <p><i>Concerns that insufficient public open space is being promoted, streets and spaces were not sufficiently ‘green’, that guidance did not sufficiently address accessibility concerns and that no play spaces were being promoted.</i></p> <p>Response:</p> <ul style="list-style-type: none"> • The Local Plan sets out the council’s approach to open space provision; proposals would be expected to comply with Local Plan policy • The Spatial Framework promotes the creation of an additional 2.5ha public space, improving 5ha of existing space and opening up and reanimating 3.5ha of historic yard spaces. It also identifies green spaces just outside the EZ which should be improved to support the new community (Spark Evans Park and St. Mary Redcliffe Cemetery). • Text will be strengthened in terms of accessibility concerns; • The existing play space in The Dings will be identified, as well as opportunities for formal and

<p>informal play spaces within Temple Quarter near Totterdown Basin and Avon Street Market</p> <ul style="list-style-type: none"> Existing and proposed street tree canopy will be added to the plan, and text will be strengthened to include the aspiration to double tree canopy.
<p>Pedestrian route improvements</p> <p><i>Access for the disabled (physical and otherwise) and those with limited mobility was seen as a priority, and perceived to be currently underrepresented in the SF</i></p> <p>Response:</p> <ul style="list-style-type: none"> Text will be strengthened to provide greater emphasis on disabled access, ensuring that this aspiration informs the proposed Station Masterplan to be commissioned by Network Rail A better photo selection to reflect all Bristol's communities, including those with disabilities, to be used. <p><i>Many respondents felt that the use of shared pedestrian/cycle routes should be completely avoided.</i></p> <p>Response:</p> <ul style="list-style-type: none"> Whilst the Framework sets out the strategic aspirations for the pedestrian and cycling route networks, it does not prescribe whether these routes are shared or segregated – this more detailed issue will need to be addressed for individual public realm projects at the detailed design stage, drawing on emerging guidance on shared space policy currently being prepared by Bristol City Council. Pedestrian and cyclist routing in the busy Temple Gate area will be updated to reflect consultation feedback to the related Temple Gate project which centred on the need to improve segregation between cyclists and pedestrians <p>Additional changes:</p> <ul style="list-style-type: none"> A new layer plan is to be provided setting out the way-finding infrastructure required in the area; Expand tertiary route network from Avon Street to Albert Road; Aspiration to extend the Bristol to Bath Rail Path beyond Trinity Street (aka the Dings Path) to be added; Route 9 to be re-routed along the north shore of the harbour rather than Midland Road.
<p>Quayside walkways and bridges</p> <p><i>Strong support for proposals for quayside walkways and bridges, but many thought that access to the waterways could be promoted even further, particularly along the north shore of the Feeder Canal, with a specific request to open the historic lock gates at Totterdown Basin.</i></p> <p>Response:</p> <ul style="list-style-type: none"> A continuous path along the north side of Feeder Canal would not be feasible- the creation of a pontoon adjacent to the St. Vincent's Works would not be practical in terms of navigation along canal nor desirable in townscape terms ; Suggestion to restore lock gates at Totterdown Basin has been considered, however a clear operational justification for this was not evident; Plans will be amended as necessary to show the proposed Silverthorne Bridge; Opportunities to extend riverside path between Totterdown Reach and the Paintworks will be explored further.
<p>Cycle route improvements</p> <p><i>Many respondents felt that the use of shared pedestrian/cycle routes should be completely avoided, and that there was a need for clearer physical indication of cycleways</i></p> <p>Response:</p> <ul style="list-style-type: none"> Whilst the Framework sets out the strategic aspirations for the pedestrian and cycling route networks, it does not prescribe whether these routes are shared or segregated – this more detailed issue will need to be addressed for individual public realm projects at the detailed design stage, drawing on emerging guidance on shared space policy currently being prepared by Bristol City Council. Pedestrian and cyclist routing in the busy Temple Gate area will be updated to reflect consultation feedback to the related Temple Gate project which centred on the need to improve segregation

between cyclists and pedestrians

- Aspiration to extend the Bristol to Bath Rail Path beyond Trinity Street (aka the Dings Path) to be added;
- Remove Routes 3 and 5 from the plan in recognition that these improved routes have been primarily designed for pedestrian access to the bus hubs;
- Provide additional text explaining cycle access through arena island (short term-lift and gully in steps) (long term-ramp);
- Colour coding to routes will be corrected.

Public transport and station improvements

Majority of responses expressed support for the various potential improvements outlined, albeit with the following issues being identified:

Insufficient emphasis given to access for the disabled (physical and otherwise) and those with limited mobility when considering the distance between transport stops and popular destinations, and when planning the transport interchange

Response:

- Planning policy requires the needs of people with disabilities to be considered in all proposals. Schemes promoted by Bristol City Council will be subject to rigorous Equality Impact Assessments which will ensure that the needs of vulnerable users are built into the design of schemes.
- Opportunities for strengthening the text regarding accessibility issues will be explored throughout the document.

Requests for bus stops (including Park and Ride and MetroBus) to be closer to the train station, requests to keep taxis and buses together and requests to relocate taxi ranks to the Friary

Response: Locations of bus stops have been fully considered through the Temple Gate project, with stops being relocated closer to the station wherever possible. Network Rail will need to further consider taxi and bus locations as part of their Station Masterplan. However, it is unlikely that buses and taxis will be kept together due to the conflicts that already exist. On-going discussions with bus and taxi companies have demonstrated support for separating modes as proposed in the SF, with buses moved to the Friary and taxis retained on the ramp.

Additionally, an additional taxi rank area will be incorporated on the eastern side of the station on Feeder Road/Albert Road as per the Transport Assessment for the arena;

Requests to relocate the coach station next to the train station

Response: Suggestion to relocate coach station next to train station has been considered before, however a clear operational justification for their co-location was not evident.

Requests to locate a coach park in the EZ

Response: A feasibility study is currently underway looking at appropriate sites for the coach park, and is unlikely to be decided in time for SF publication.

Concerns that connections by bus to the east of the city from the station are inadequate

Response: The creation of a new bus route and stops along Avon Street and Albert Road has initial support from the bus companies and could enable new routes serving the east of Bristol to come close to the station. Plans to be updated to show this.

Requests to utilise the canal inlet for a new ferry stop

Response: Include aspiration to extend the ferry service as far as the harbour inlet on the Feeder Canal.

Requests to provide a protected corridor for a future rapid transit scheme along The Friary

Response: Request to provide a protected corridor for a future rapid transit scheme along The Friary was rejected as this scheme no longer features in the JSTP or Core Strategy.

Requests to retain a right turn into the Friary following the remodelling of Temple Gate, with a suggestion that this might be for bus only

Response: A right turn into the Friary was considered during the design of the Temple Gate scheme but not included due to the impact it would have on the efficient operation of the junction, and that it would prevent the realisation of significant pedestrian and cycle benefits, namely the single stage crossing.

Request to reopen the old station entrance from Cattle Market Road

Response: Network Rail has stated that the idea of reopening the old station entrance from Cattle Market Road is not possible as it could not be made DDA compliant.

Changes to highway access

Concerns about the use of estate roads within Temple Quay South to access the train station, and related concerns about the detailed design of The Friary as part of the transport interchange

Response:

- Concerns expressed about the estate roads including the Friary are being addressed through a separate but related consultation on Temple Gate as they are of a more detailed nature that falls outside the scope of the SF;
- The base plan will be amended to remove the break in the Friary, i.e. show Friary connecting with the estate road network through Isambard Walk and Temple Back East (amend other plans as necessary).

Explore opportunities for enhancing vehicular access from the East (Business West)

Response: Update text and plans to show improved vehicular access to beneath the rail tunnels on Avon Street and Anvil Street

Place Plan: Temple Meads City Gateway

The comments submitted on the Place Plan to a certain extent replicated comments outlined in the preceding sections

Response: Section to be updated to reflect responses made in preceding section.

Place Plan: Temple Quay

The comments submitted on the Place Plan to a certain extent replicated comments outlined in the preceding sections

Response: Section to be updated to reflect responses made in preceding section.

Consideration should be given to greater building heights (agents acting on behalf of land owners in the area)

Response: Greater building heights have been tested extensively through the 3D model and rejected where they have exceeded the roofline of the station complex from the ramp, or had a poor relationship with the Dings. Further testing/dialogue has confirmed the need for building layouts to conform with the adopted masterplan for the area, thus ensuring view corridors back to Old Market/Gardiner Haskins are provided.

Place Plan: Silverthorne Lane

The comments submitted on the Place Plan to a certain extent replicated comments outlined in the preceding sections

Response: Section to be updated to reflect responses made in preceding section.

Identify any room for flexibility in respect to the reuse and adaptability of heritage assets in Silverthorne Lane (Alder King)

<p>Response: Retention and re-use of the area's historic assets is an important component of the Spatial Framework. The Heritage Assessment that accompanies the Spatial Framework provides a rigorous analysis of the historic fabric of the area, and the Spatial Framework remains committed towards delivering an innovative regeneration of this area which capitalises on the appropriate retention and re-use of its distinctive heritage assets.</p>
<p>Place Plan: Avon Riverside</p> <p><i>The comments submitted on the Place Plan to a certain extent replicated comments outlined in the preceding sections</i></p> <p>Response: Section to be updated to reflect responses made in preceding section</p> <p>Additional changes:</p> <ul style="list-style-type: none"> • Update plans in light of the approved TA for the arena, providing taxi drop-off on Avon Street and Feeder Road, coach drop-off further north along Albert Road, and a Park and Ride stop between Paintworks and the arena; • Strengthen text in respect to site AR01B (Arena Island), to ensure it creates a positive first impression to commuters arriving by train ;
<p>Sustainable Urban Mobility Plan</p> <p>There was a high level of support for approach and proposals, with some concerns:</p> <p><i>Although suggested parking levels for employment uses were well received, concerns were expressed that they may be too restrictive. Some property agents and Business West, wanted proposals soft market tested, and a parking strategy to be prepared for the EZ which can become formal policy for off-street parking</i></p> <p>Response:</p> <p>As outlined in the SUMP the advised parking standard for businesses in the Enterprise Zone is set at 1 space per 600m². This level of advised parking for the BTQEZ is derived from a number of factors including:</p> <ul style="list-style-type: none"> - Extensive modelling of the number of additional vehicles that can be accommodated on the highway network resulting from additional development in the BTQEZ - Comparative maximum parking standards used in London and the Core Cities - The location of the BTQEZ in terms of existing access to sustainable travel alternatives - Evidence from businesses already established in the BTQEZ - In line with the council's Central Area Plan policy on city centre parking <p><i>Insufficient emphasis placed on ensuring that all aspects of the Enterprise Zone were easily navigable by the disabled, elderly, families and those with mobility issues.</i></p> <p>Response: Individual highway interventions within the BTQEZ will be subject to rigorous Equality Impact Assessments which will ensure that the needs of vulnerable users are built into the design of schemes. A note on the accessibility of the BTQEZ by vulnerable groups has been added to the list of SUMP objectives.</p> <p><i>Concern that routes shared by pedestrians and cyclists are dangerous and instead need to be segregated</i></p> <p>Response: The SUMP does not prescribe whether cycle routes within the BTQEZ are shared or segregated – this more detailed issue will be addressed at individual scheme level drawing on emerging guidance on shared space policy currently being prepared by Bristol City Council.</p>
<p>Public Realm Guide</p> <p><i>Strong support for the public realm qualities proposed, albeit with opportunities to strengthen the guidance in response to comments made more widely on the SF</i></p> <p>Changes made:</p>

- Provide greater clarity on the approach to shared/segregated space, drawing on new BCC guidance which promotes segregation in most situations and supported with best practice images;
- Text to be strengthened to provide greater emphasis on disabled access, with better photo selection to reflect all Bristol's communities including those with disabilities;
- Amend to reference the dispersed nature of the proposed transport interchange (HCA suggestion) and remove reference to the Friary as the transport interchange;
- Strengthen message regarding 'creation of places that foster economic and social interaction within an 'intimate' urban environment, including both larger public squares and smaller spaces that create a sense of place as people move through and interact within the area' as per HCA comments;
- Incorporate comments by Sustainability Team where relevant.

Other/general

Market viability and awareness required across the EZ, not just the core sites (Business West)

Response: EZ Team to liaise further with Business West on how this may be achieved in future iterations of the Spatial Framework, and in particular in Silverthorne Lane area

Further consideration of how Temple Quarter relates to the surrounding areas (Business West)

Response: Future iterations of the Spatial Framework are likely to incorporate an expanded EZ area

Need to reassess PIWA designation in St. Phillips Marsh (Business West)

Response: Future of areas such as St. Phillip's Marsh outside the scope of the Spatial Framework as this is not within the Enterprise Zone. The planning status of St. Philip's Marsh will be considered in the review of the Bristol Local Plan.

Inclusion of land to the north of Silverthorne Lane within the Spatial Framework (Alder King)

Response: This site was considered through the site allocation process in connection with the Local Plan and was rejected for inclusion as it is operational land required by Network Rail and is safeguarded in the Local Plan for railway purposes.

Include the Friary in 'improvements to existing public space' (HCA)

Response: The Friary is a street typology not a public space typology. It is therefore dealt with elsewhere in the SF

Listed buildings missing from Appendix C

Response: Appendix C to be amended to correctly show all listed buildings

Sites in Silverthorne Lane missing from Phasing Plan

Response: Phasing plan to be amended to reflect known development inquiries

Many respondents felt that there needed to be an overarching aesthetic and architectural vision for the area.

Response: The role of the guidance is to set the urban design parameters that schemes must conform too. The Major Scheme Service described in Section 5 has been designed to deliver high quality schemes through the use of design review at the appropriate time

Greater focus on 'greening' within the EZ, including green spaces and environmentally friendly buildings and infrastructure.

Response: Section on Heat Networks to be retitled as 'Environmental Performance', and this will incorporate guidance on a range of environmental measures

Undertake a more comprehensive transport analysis and input linked to a city centre access and movement strategy

A Transport Study has already been completed that was used to secure funding for a first phase of infrastructure improvements considered necessary to facilitate growth in the BTQEZ. Further transport assessment will be undertaken as part of the Joint Transport Study for the West of England and the Council's ongoing work transport planning work for the city centre and the wider city as a whole. Further measures for the BTQEZ are then likely to be proposed as part of future iterations of the SUMP.

Review Flood Zone designations as some areas previously in Zone 3 (Silverthorne Lane) may now be in Zone 2 as a result of flood defence improvements (Alder King)

Response: Flood Zones 2 and 3 do not take account of defenses, and so changes to flood defenses would not change the extent of the flood zones. Defenses are taken into account later on, after the sequential test has been passed, when a proposed development is being assessed to establish whether it will be safe for its lifetime (including the provision for safe access/escape), taking account of the effects of climate change.

12.0 Appendices

The remainder of this document is made up of the appendices, which cover the following:

Appendix A: Key Stakeholders' session invitees

Appendix B: Postcard

Appendix C: Digital screen slide

Appendix D: Exhibition boards

Appendix E: Sample Presentation

Appendix F: West of England Joint Scrutiny Committee Paper

Appendix G: Key Stakeholders meeting notes

Appendix H: Members' briefing notes

Appendix I: [Relevant] Taxi Forum minutes

Appendix J: Public meeting notes

Appendix K: Business West – Chamber and Initiative meeting notes

Appendix L: Quantitative online survey data

Appendix M: Feedback by letter summary

Appendix A: Key Stakeholders' session invitees

Various Bristol City Council teams: Sustainability, Employment and Skills, Ecology, Energy, Public Health, Economic Development, Housing, Major Projects, Equality and Community Cohesion, Gypsy, Roma and Traveller, Festivals and Events, Harbour Estate

Ward Councillors for: Brislington West, Lawrence Hill, Ashey, Easton, Knowle, Filwood, Windmill Hill, Cabot and Brislington East

MPs for: Bristol South, Bristol West, Bristol East and Bristol North West

Representatives from the following organisations (in alphabetical order):

- Abus
- Alder King
- Alec French Architects
- All Aboard Watersports (Bristol Community Sailing School)
- Arnos Vale Cemetery Trust
- Arnos Vale Residents Association
- Avon and Somerset Constabulary
- Avon and Somerset Police Commissioner
- Avon and Wiltshire Mental Health Partnership NHS Trust
- Avon Bat Group
- Avon Fire & Rescue
- Avon Wildlife Trust
- Baltic Wharf Sailing Club
- Barton Hill Settlement
- Bath and North East Somerset Council
- Bath Road Studios
- Bedminster Town Team Limited
- Bristol Ariel Rowing Club
- Bristol BME Voice
- Bristol Bus Users
- Bristol Cats & Dogs Home
- Bristol City Youth Council/Youth Mayors
- Bristol Civic Society
- Bristol Clinical Commissioning Group
- Bristol Community Transport
- Bristol Cruising Club
- Bristol Cultural Development Partnership
- Bristol Cycle Campaign
- Bristol Cycle Forum
- Bristol Diving Club
- Bristol Ferry Boats
- Bristol Gig Club
- Bristol Hackney Taxis
- Bristol Industrial Archaeological Society
- Bristol International Airport
- Bristol Multi-faith Forum
- Bristol Older People's Forum
- Bristol Physical Access Chain

- Bristol Property Agents Association
- Bristol Property Forum
- Bristol Ramblers
- Bristol Sailing School
- Bristol Society of Architects
- Bristol Urban Design Forum
- Bristol Water plc
- Bristol Women's Voice
- Bristol Workplace Travel Network
- Bristol Youth Links
- BS3 Planning Group
- Business West
- Cabot Cruising Club
- Campaign for Better Transport
- Canal River Trust
- Cardiff Council
- City of Bristol Rowing Club
- Civil Aviation Authority
- Conservation Advisory Panel
- Crest Nicholson
- Destination Bristol
- DHL
- Dings Community Association
- Disability Equality Forum
- Disabled Children's Services
- DTZ
- Easton and Lawrence Hill Neighbourhood Management
- Easton and Lawrence Hill Neighbourhood Partnership
- Easton and Lawrence Hill Planning Group
- EE
- Engine Shed
- Environment Agency
- Federation of Small Businesses
- First Bristol
- First Great Western
- Freight Transport Association
- Friends of Avon New Cut
- Friends of Suburban Bristol Railways
- Gloucestershire County Council
- Greater Brislington Neighbourhood Partnership
- GVA Grimley
- Hannah Moore Primary School
- HCT Group
- Healthwatch Bristol
- Highways Agency
- Historic England
- Homes and Communities Agency
- Invest Bristol and Bath
- Joint Local Access Forum

- Learning Partnership West
- LGBT Bristol (The Bristol Lesbian, Gay, Bisexual and Transgender Forum)
- LinkAge
- Living Heart for Bristol
- Living Streets
- Marine Management Organisation
- National Grid
- Natural England
- NHS England
- NHS South West
- North Bristol NHS Trust
- Number Seven Boat Trips
- O2 - Telefónica UK Ltd
- Office of Rail Regulation
- Old Market Neighbourhood Planning Forum
- Old Market Quarter Neighbourhood Planning Network
- Open Spaces Society
- Origin 3 Planning
- Public Health England
- Redcliffe Community Forum
- Redcliffe Futures Group
- Redcliffe Neighbourhood Development Forum
- RIBA
- Road Haulage Association
- Somerset County Council
- South Gloucestershire Council
- South West Transport Network
- South Western Ambulance Service NHS Trust
- St Mary Redcliffe and Temple School
- St Mary Redcliffe Primary School
- St Philips Marsh School
- SW Ambulance Service
- Taxi Forum
- The Architecture Centre
- The Bristol Packet Boat Trips
- The Coal Authority
- Three Mobile
- Totterdown Residents Association
- TownCentred
- Transport for Greater Bristol Alliance
- University Hospitals Bristol NHS Trust
- University of Bristol Rowing Club
- University of Bristol Sailing Club
- Verve Properties
- Victoria Park Primary School
- Vodafone Ltd
- VOSCUR
- Wales and West Utilities
- Way Out West

- Wessex Water
- West of England Local Enterprise Partnership
- West of England Nature Partnership
- Western Power Distribution
- Windmill Hill City Farm
- Windmill Hill Community Association
- Windmill Hill Planning Group

Appendix B: Postcard



Have your say on the future development of Bristol Temple Quarter

The Bristol Temple Quarter Enterprise Zone is one of the largest urban regeneration projects in the UK. The Bristol Temple Quarter Spatial Framework is an important planning tool to guide and shape future development in the area, it seeks to deliver quality places for people and high quality urban design.

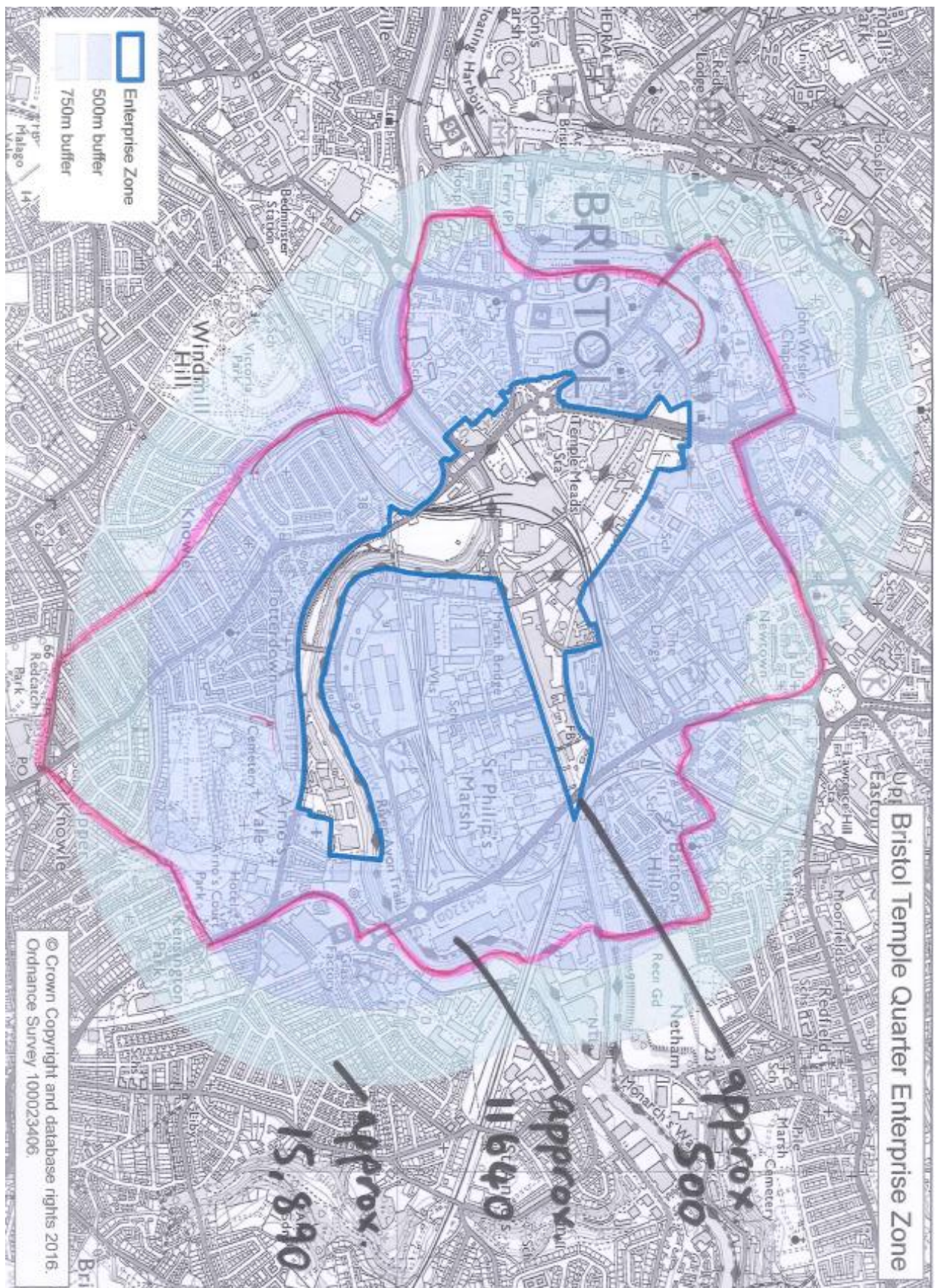
We're keen to hear your views on it, and on two companion documents: the Sustainable Urban Mobility Plan and the Public Realm Guide.

Information session

- Engine Shed, Station Approach, BS1 6QH on Monday 14th March, 5.30pm – 7pm.
- Copies of the documents will be available from 3 March at www.bristoltemplequarter.com/spatialframework and in local libraries. The deadline for comments is 14th April 2016.



The postcard

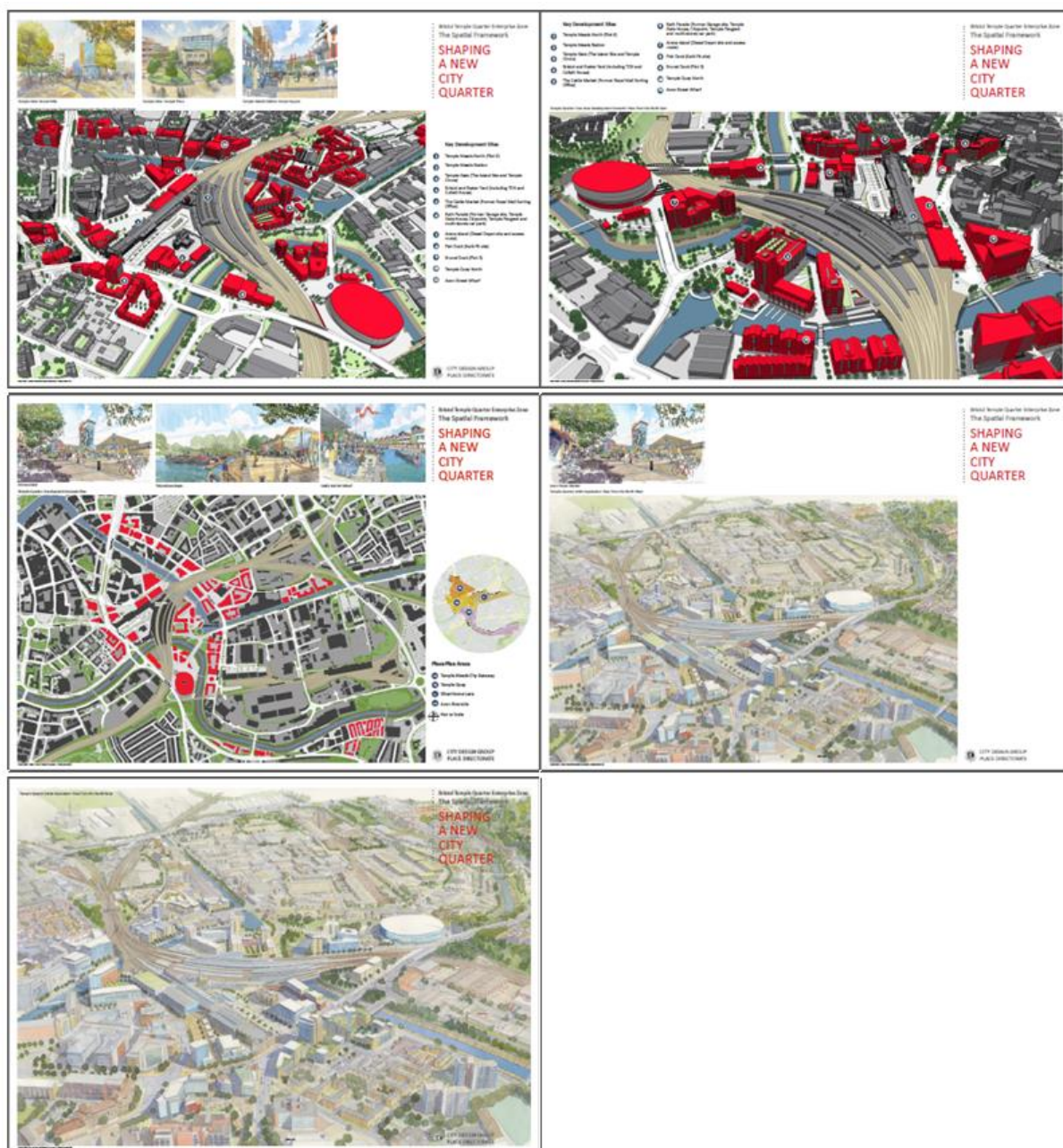


The pink line shows the boundary of the postcard distribution area

Appendix C: Digital screen slide



Appendix D: Exhibition boards



Appendix E: Sample Presentation

Bristol Temple Quarter Spatial Framework
Member's Briefing
8th March 2016

Bristol Temple Quarter Enterprise Zone
The Spatial Framework 2016

Consultation documents

Bristol Temple Quarter Enterprise Zone
The Spatial Framework 2016

Proposed engagement and consultation

Planning status = Material consideration

www.templequarter.com/spatialframework

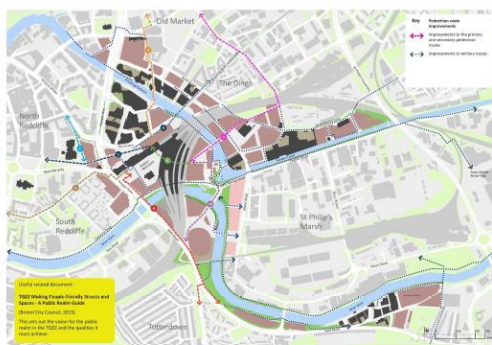
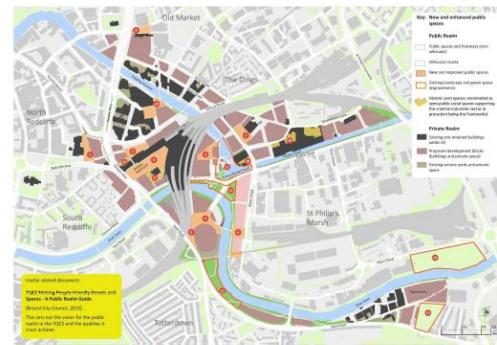
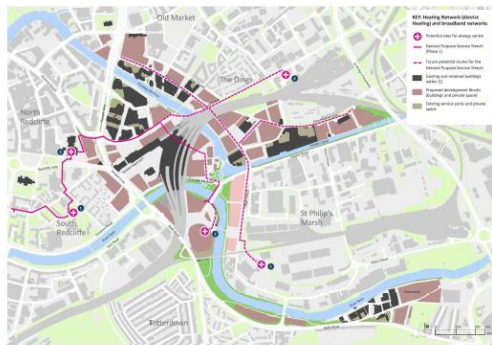
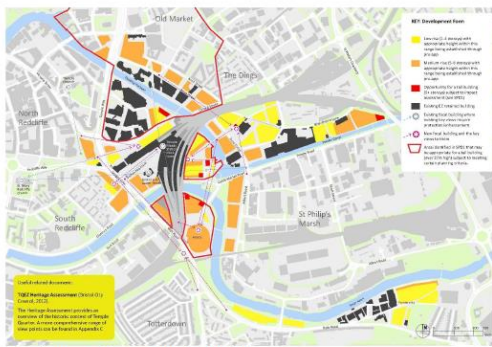
Bristol Temple Quarter Enterprise Zone
The Spatial Framework 2016

Spatial Framework aims

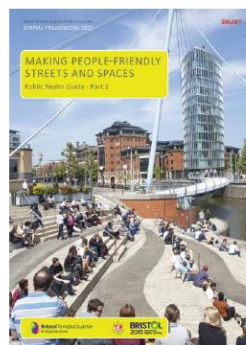
Bristol Temple Quarter Enterprise Zone
The Spatial Framework 2016

A framework of layers

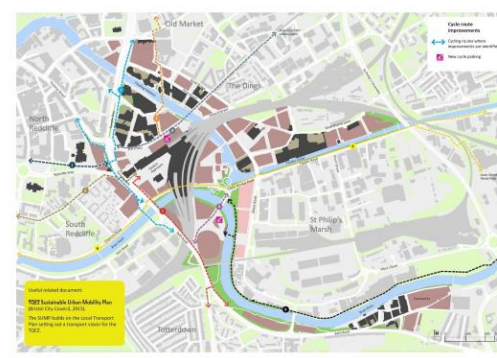
- Proposed urban structure layer**
 - Development layout
 - Development form
 - Land use
 - District heating and high speed broadband networks
- Proposed public realm and movement layer**
 - New and enhanced public spaces
 - Pedestrian route improvements
 - Quayside and bridges
 - Cycle route improvements
 - Public transport and station improvements
 - Changes to highway access
 - Wayfinding and information
- Existing context layer**
 - Historic environment
 - Ecology, landscape and water
 - Community and land use
 - Transport and movement

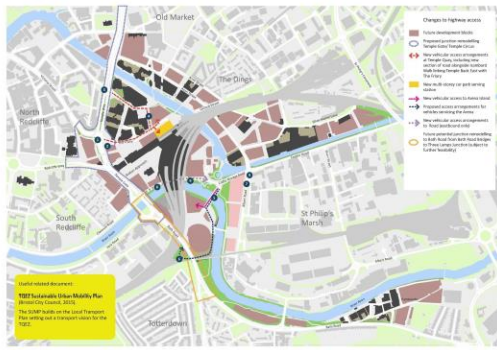


Bristol Temple Quarter Enterprise Zone
The Spatial Framework 2016
Public Realm Guide

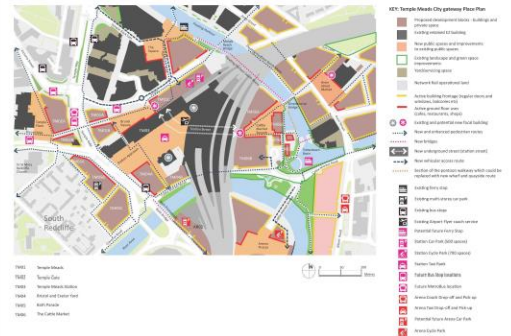


Place Directorate, Bristol City Council, March 2008



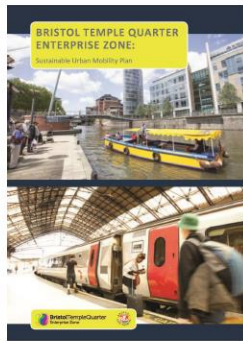


Changes to highway access
Place Directorate, Bristol City Council, March 2016



Temple Meads City Gateway
Place Directorate, Bristol City Council, March 2016

Bristol Temple Quarter Enterprise Zone
The Spatial Framework 2016
Sustainable Urban
Mobility Plan



Brunel Mile
Place Directorate, Bristol City Council, March 2016

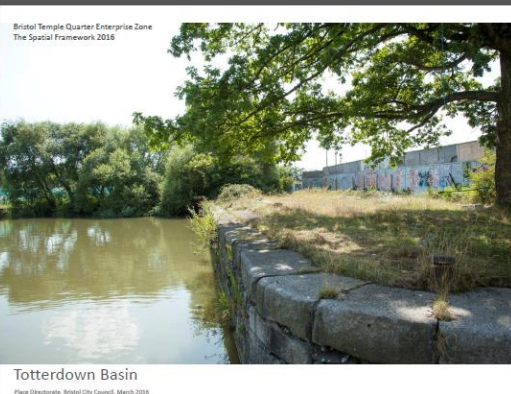
Bristol Temple Quarter Enterprise Zone
The Spatial Framework 2016
Brunel Mile



Brunel Mile
Place Directorate, Bristol City Council, March 2016



Temple Meads North
Place Directorate, Bristol City Council, March 2016



Totterdown Basin
Place Directorate, Bristol City Council, March 2016

Bristol Temple Quarter Enterprise Zone
The Spatial Framework 2016



Totterdown Basin
Place Directorate, Bristol City Council, March 2016

Bristol Temple Quarter Enterprise Zone
The Spatial Framework 2016



Avon Street
Place Directorate, Bristol City Council, March 2016

Bristol Temple Quarter Enterprise Zone
The Spatial Framework 2016



Avon Street Market
Place Directorate, Bristol City Council, March 2016



Appendix F: West of England Joint Scrutiny Committee Paper

West of England Joint Scrutiny Committee

4 March 2016

Temple Meads Station

Purpose

1. To provide an update on the Spatial Framework for the Temple Quarter Enterprise Zone, the Master Plan for Temple Meads station and progress with related projects.

Background

2. The Spatial Framework for the Temple Quarter Enterprise Zone (the Zone) gives form to the vision developed by stakeholder communities, to help promote the area and build investor confidence. It illustrates the opportunities that exist in the redevelopment of the area. The Spatial Framework is a non-statutory planning document that sets out the how key urban design principles, reflecting the City's ambitions for the Zone, should be incorporated in new development.

Temple Meads Station

3. Central to the Zone, both geographically and in terms of realising much of the planned redevelopment, is Temple Meads Station. Significant improvements in railway infrastructure and station capacity are required to cater for predicted demand in Bristol and the wider sub-region. Alongside a programme of rail improvement works, and complementing the MetroWest Programme, Network Rail, in partnership with Bristol City Council, have begun the process of developing a Master Plan for Temple Meads Station and its environs. Officers from Bristol City Council have been involved in the initial stages of the Master Plan, and many of the key principles and objectives have been integrated into the Spatial Framework.

4. A key principle developed as part of the Spatial Framework is that of an expanded dispersed interchange zone where people move seamlessly between transport modes. The details of this will be shown in the Spatial Framework which is to be launched for public consultation on 3rd March 2016.

5. With funding from the West of England LEP's Revolving Infrastructure Fund, Bristol City Council is delivering a programme of infrastructure works that will improve access to the Station and the Zone. The largest project in this programme is Temple Gate. This project will deliver changes to the A4 corridor, centred on the Temple Circus roundabout. The new highway layout increases public transport capacity, integrates Metrobus, and provides bus priority measures. A key feature of the redesign is the extension of the Brunel Mile in order to create a more direct and coherent walking and cycling link from the Station, across Temple Gate, towards the city centre.

6. The Temple Gate project is the first step towards creating the expanded dispersed interchange zone at Temple Meads Station. Subject to funding, Network Rail, continuing in partnership with Bristol City Council, will develop further the Master Plan for the station and develop proposals for funding the chosen Master Plan option.

7. A presentation will be provided at the meeting.

Recommendations

That Members note progress and give views

Author: Oliver Coltman, Bristol City Council

Local Government (Access to Information) Act 1985

Background Papers: None

Appendix G: Key Stakeholders meeting notes

Ashley Nicholson, Paintworks/Verve: Queried the principles behind simplified planning; at Paintworks, they have found that allocating mixed uses is restricted by the “500sqm rule”. This is particularly in contrast to nearby complexes, such as the Sandy Park retail area, which existed before the rule was in place. Potential innovative uses are being restricted; gave example of Banksy trying to set up a gallery at Paintworks.

We do not want developments in the EZ to compromise Broadmead / Cabot Circus through their retail offering. Retail uses won't be at that scale, and developments will predominantly be residential, commercial and leisure (with some notable exceptions such as the station). We will have to balance introducing smaller retail into the area that doesn't compromise the centre and has no adverse effects on other parts of city. We need to be as innovative as we can.

Ashley Nicholson, Paintworks/Verve: Issues with transport are constraining employment growth at Paintworks, particularly parking issues. One thing that would solve a lot of the problems is a Park and Ride stop between Paintworks and the arena; service could be useful for both places. They have raised this issue in the past, and have been told that there is an obstruction due to the nature of the Park and Ride contract or the bus companies.

We've had some queries regarding Park and Ride through the arena project, and this issue is something that we are aware of. The general principle of Park and Ride is to get express bus services where people want to go; therefore, if there is a common destination (Paintworks / arena), this should fit the principle of Park and Ride. However, we need to be careful because Park and Ride is a supported service and can't be run against commercial services, which may apply on this corridor. Nonetheless, the evolution of Park and Ride is in our minds, including where stops could be located. However, this is not an issue that is going to be resolved immediately.

Chris Bloor, Local Access Forum: Interested in pedestrian and cycle routes along the river. For example, Monarch's Way (on the other side of Sparke Evans Park) is falling into the river. It would be useful if it was mended, which would allow for a link from the countryside leading into the centre. Work is currently underway to build a bridge in Keynsham, to connect with the new development on Fry's Cadbury site. Is this being taken into consideration in the current plans?

Within the Enterprise Zone and the Spatial Framework, improvements are anticipated to the River Avon Footpath. We are aware of issues of subsidence and they are already being considered. The route mentioned is on the list of routes we would seek funding for in future. How it connects further to Keynsham is also being considered – ideally, we would have a cycle and pedestrian route from Keynsham, all the way alongside the river (either alongside the River Avon or the Feeder Canal) to the station, and then onwards through the centre to Long Ashton (referred to as “Avon Promenade”).

Steve Sayers, Windmill Hill City Farm: What defines boundaries of the Enterprise Zone / Spatial Framework? Particularly, why is the A37/A4 road route not part of it?

The Enterprise Zone was designated in 2012, and its boundaries are based on the generation of business rates, which generates a financial model and allows planning for investment in projects such as the arena. Therefore, its definition is not determined by hard/physical boundaries. Key aspects of the zone are the station and Paintworks; there are a number of competing factors at play.

Suzanne Audrey, TRESA: It is assumed that the team wants the EZ to link to existing communities (and they have already had comments to this effect), but would like to know the extent they think it is important to link to the most densely populated existing area nearby so that residents can walk and cycle safely into the area.

We have to pay more than lip service to the principle of a joined-up approach. If we don't do the above, the project will have failed. For all the city's economic strengths, it has significant deprivation, which can in part be tackled by upskilling local people. We're still at beginning of the process and there is a long way to go, but we acknowledge that the community needs a stakeholder presence in the zone. One example of how we're trying to do this is the Engagement Hub, which will be a vehicle for employers, schools, colleges to meet and collaborate on opportunities. We need to bear in mind that the zone is a long-term initiative (2012 to 2037), and there is still lots to do in terms of community engagement. A lot of the zone is still an open book and the engagement process is at the start of its journey rather than at the end.

Suzanne Audrey, TRESA: Will this include improvements to actual physical routes?

Yes – a big barrier to the zone at the moment is that it's physically cut off with few reasons to visit. Part of our long term strategy is to make the area far more permeable. However, there is still a lot of work to do!

Claire Herbert Golden, BCC Economic Development: Stated that she was currently looking at how to maximise the zone's positive impact on local communities. A lot of work has been done already and she is developing a portfolio of initiatives (long and short term).

Civic Society: Concerned about public transport links. For example, how do we expect buses to arrive in and travel through the area? What is the overall scale of the transport ambition, and how different do we want things to be? Additionally, it looks as if plans for the Brunel Mile show a shared route for pedestrians and cyclists. With an ambition for 20% cycling in 5-6 years, this is incongruous.

The Temple Gate project will reconfigure the Temple Circus roundabout and the Brunel Mile. The Spatial Framework shows the principles that informed the design of the scheme and its general layout. Whilst it does indicate pedestrian and cycle routes, it doesn't show which of these are segregated. However, the principle is that, where volume of users is high, segregate wherever possible. There will be a lot of them in the stated area.

An example of this is Cattle Market Road, which will be one way eastbound and have a wider space for pedestrians and a two way segregated cycle route that connects to Feeder Road.

In terms of public transport, the Temple Gate scheme will provide a MetroBus stop closer to station, improved Park and Ride stops on Redcliffe Way, and buses moved from Station Approach to the Friary. Generally, public transport will be focussed on Plot 6, and will deliver an improvement on how people connect / interchange around Temple Meads. Overall, it will be more legible, less fragmented and substantially different. Will be clarified further through BTM Masterplan.

Concerns about separating taxis from buses. Will they be difficult for passengers to find? Also concerned about no right turn into Friary. Additionally, several plans have a long pink rectangular area on them (on the other side of the arena) – what is it?

Pink area indicates buildings that are not in the EZ, but that need to be considered to support opportunities in the zone (e.g. due to coach drop off for arena being nearby).

There will be big changes to way people move through the area, but they will make it a lot simpler to easily regulate the flow of traffic through what is a very busy area.

Regarding legibility of the station, Kings Cross is an example of where separation of modes of transport works very well. Existing challenges and constraints make this a very difficult situation and the solution is not ideal, but it can work and will be a significant improvement for passengers and other station users.

Decisions on the arena planning applications were postponed due to lack of clarity in travel plans. It seems that Station Street could go a long way to being a solution to some of the transport concerns raised; were the committee aware of this?

The planning committee has to decide an applicant based on what the applicant is directly proposing, and as such couldn't condition the arena to provide it. It's not funded and there isn't a timescale for delivery. Regarding the arena, access may not be perfect on day one, but direction of travel and aspirations need to be spelled out, and then we need to take steps along the way to get there (including securing funding).

Currently, buses bound out to Bath / Wells Road pull in at Temple Gate in front of the Bristol and Exeter building. Any thought to having buses stop at that point?

Existing bus stops are retained as part of the Temple Gate project. We have started a dialogue with the landowner about increasing the space there, but the scheme will work even within the existing space.

Would the capacity of the Friary be increased by using Temple Gate East to increase / aid the flow of buses?

This land is owned by the HCA and we are working with them on how it will be used. The bulk of this will be delivered as part of the masterplan for the station. Stressed that there were a lot of issues to be looked at.

Alan Morris, Civic Society: You get the feeling that progress is being hampered by the pace at which Network Rail is moving. Is that the case, and will it be made better or worse by the proposed sale of Temple Meads?

Network Rail is a key partner in the Enterprise Zone, and there is a long term investment plan for Temple Meads. It does not have the Chancellor's approval at present time; however, in the context of HS2, the £350m required is 'short change'. From an EZ perspective, we're still working with Network Rail and central government on this. Part of the funding may come from EZ, part will come from NR. This is about having a vision, which is why it's so important to have the Framework. We may learn something in Chancellor's statement on Wednesday, but Network Rail are 100% committed to making the zone work and maximising the benefits of electrification. We all want a state of art, improved BTM.

The success of the area to the east of the station depends on the redevelopment of the station. How realistic is this?

It won't happen tomorrow (matter of sheer scale), but the vision is needed. We believe in the commerciality of the EZ: its land is not wasted assets but commercial assets, and there is a core public sector land ownership (for example, Parcelforce site lay vacant for 17 years, lots of schemes came and went but nothing happened until now). We must have a vision in order to present a case to central government.

There is an opportunity to link the station up with the city centre (around Victoria Street), but we haven't heard a lot about this. To make it work as a pedestrian link you'll need lots of smaller scale enterprise at street level. How do you propose to get those things in?

This will be market driven. There isn't much at the moment and there is quite a sterile office environment from last development cycle, but those who will make it are the 11m passengers from BTM, which is anticipated to increase to 30m. This will generate the conditions needed for that level of activity. Especially in a city like Bristol, we need to be bold, create potential for that, and we want the local community and investors to make sure that the planning system is receptive to that.

Steve Sayers, Windmill Hill City Farm: The developers of Bedminster Green are determined that an energy unit is the best way of heating the development. Are there any similar plans for the Enterprise Zone?

Yes. We are investing in superfast broadband and heating networks because we want to prioritise sustainability. We're building it in at the start of the strategy; one of the indicators of success is that the infrastructure and potential is there.

Ashley Nicholson, Paintworks/Verve: Curious about funding. The strict guidelines on what can be done with rates are too restrictive.

We could easily spend the money generated by rates 20 times over. The EZ is a very precise vehicle and the council has constraints on how it can spend. Unfortunately it's not perfect model of regeneration, but it's the only one we've got.

Appendix H: Members' briefing notes

Attendees: Cllr Watson, Cllr Meads, Cllr Bolton

Members were given a briefing on a framework for the future development of the [Bristol Temple Quarter Enterprise Zone](#) (BTQEZ), a 70 hectare area of Bristol with Temple Meads station at its heart. The framework shows how the area could look over the next 25 years: a liveable urban quarter with new work hubs, residential apartments, the new arena and people friendly streets and spaces.

What is being consulted on?

We are consulting on a document called the Spatial Framework and two companion documents: a Sustainable Urban Mobility Plan and a Public Realm Guide. All three of these documents can be [viewed online](#) and in local libraries.

The Spatial Framework is not a prescription of how exactly the area will be developed, but sets out a place shaping approach to guide future investment and development.

The council is inviting feedback on these documents, via an online survey that can be found at: bristoltemplequarter.com/spatialframework

Resident briefings were held on 14 March. Deadline for comments is 14 April.

Key concepts

- A dispersed and expanded interchange zone at Temple Meads station
- Pedestrian access into the station from all directions
- A network of new public spaces, with high quality links between them
- A reanimated green heart to the area at Totterdown Basin
- A better pedestrian/cycle link across Temple Gate
- Mixed use development
- 240,000sqm new employment space
- 2000 new residential units
- A new arena
- An expanded and modernised station
- A lively and active public realm, comprising people-friendly routes and spaces, and
- re-animated waterways

Some of the projects are funded and will be delivered by 2020. Others are aspirations and this document will be used to support funding bids to make them a reality.

Questions and comments

Q. It may be useful for it to go to Place scrutiny

A. [This can be considered and discussed with the chair.](#)

Q. Have routes such as the floating pontoon from Temple Quay to Totterdown Basin considered rowing crews?

A. [Yes there has been consultation with harbour users and sufficient space has been allowed for rowers through the arch.](#)

Q. Are we connecting cycle paths in the EZ with Clarendon Rd and beyond Bedminster Bridge?

A. [The Spatial Framework only covers the EZ but there is a broader plan to connect up cycle paths across the city from Keynsham through to Ashton Court.](#)

Q. Has the MetroBus stop moved?

A. Yes there have been a number of changes to the Temple Gate scheme following consultation. The MetroBus stop has been moved closer to the station near to the new pedestrian crossing from the Brunel Mile to Temple Meads station.

Q. How many car parking spaces are there at Temple Meads?

A. Approx. 410 at the moment – we are showing 500 in the framework.

Q. Will parking be required for the proposed hotel?

A. The proposed hotel is in a very sustainable location close to the station so the requirement for parking is likely to be significantly reduced however there is likely to be some parking associated with the hotel.

Q. Have we modelled traffic on Temple Way?

The changes to the road layout at Temple Gate will maintain capacity for traffic but will deliver benefits to pedestrian and cyclists. Modelling was based on existing capacity and some growth from planned developments.

Q. Will cycle and pedestrian improvements be delivered on the Bath Rd?

A. The bridges on the Bath Rd mean that extra capacity for cyclists and pedestrians would need to be provided by adding an additional structure to the bridge. Feasibility work needs to be done but in the framework this is recognised as an important route for improvement.

Q. Can we reduce car capacity on the Bath Road?

A. It will be tested but there are likely to be impacts on buses and traffic flow.

Q. How will we get people from the station into the city?

A. The framework only covers the Enterprise Zone but there are other projects in train including pedestrian links to Old Market and the expansion of the legible city project that will make it easier for people to find their way when they exit the station. The framework proposes buses on the Friary with taxis and the airport bus at the front of the station to separate transport modes. There are good bus links into the city.

Q. Do we need to consider future technology - what about driverless vehicles?

A. There is a need to change behaviour to manage the number people travelling to the zone by car. Technology will play a part in this.

Q. Can we look at ferries?

A. We have identified an opportunity to have a stop at Totterdown Basin close to Arena Island.

Q. There is a need to retain accessible parking close to the station.

A. There will continue to be short-stay accessible parking for the station. This could be on the ground floor of the proposed station car park.

Q. Where would businesses currently based around Silverthorne Lane move to?

A. The area south of the Feeder in St Philips is still proposed as a semi industrial area so would potentially be a location for any displaced businesses. However the development of Silverthorne Lane is not imminent and is likely to come forward later than some of the other sites in the zone.

Q. What is the density of residential?

A. The framework indicates 2,000 residential units but the density will vary from site to site. The quantity of residential use needs to be balanced with the need for increased business rates.

Q. We need to make sure we look at other facilities such as schools if looking at family dwellings.

A. A new school is being planned close to the zone and an engagement hub could be bought into the zone.

Q. Will there be lab space?

A. There is a big demand for Engine Shed type space and we will build on university R and D requirements.

Appendix I: [Relevant] Taxi Forum minutes

OC spoke to a presentation and discussed proposed changes to highways access, the Temple Meads City Gateway (the area around Temple Meads station) and confirmed a public consultation was now live (it commenced at the beginning of March and closes after 6 weeks on 14th April). The consultation can be accessed here: <http://www.bristoltemplequarter.com/spatialframework>

PJ asked about plans for moving the taxi ranks away from the Temple Meads station. OC confirmed the current plans are for the buses to be moved to The Friary but for taxi ranks to remain outside the station.

JM asked about the new eastern entrance to Temple Meads station and whether there are any revised plans for a drop-off area for residents who are planning to use platform 15 (the platform for inter-city rail), possibly located at Avon Street. OC advised for such comments to be added to the public consultation.

JM noted there is a new Network Rail station manager at Temple Meads. JC was concerned about residents who are waiting at the taxi rank at Station Approach who are carrying bags.

SB noted that between 2nd April – 10th April no trains will operate between Bristol and Bath. He advised for drivers to go to the travelwest website to check for road closures during this time.

Appendix J: Public meeting notes

Will the planned changes at Temple Gate help with arena access and when would other transport improvements such as the Bath Rd come forward?

The planned changes will not increase the capacity of the road network but the simplified layout will make it easier for traffic to move through the area. The four local authorities are working on a transport study to agree on what the priorities should be for transport improvements. The Spatial Framework and SUMP will help with this work.

Paul Brown MHI - Concerned that blue collar jobs will be put in jeopardy by the plans for development

The document is not a blueprint but a framework for development. There are still areas that are identified for light industrial use in St Phillips. As the area around the railway station develops the framework suggests that some of the land close to the station such as the Silverthorne Lane area could have a different mix of uses to open up the area.

There are constraints such as car parking numbers for the station that are regulated by the rail industry

500 spaces are suggested in the framework which would comply with the regulations.

The Skanska site near station approach will need to allow for decent facilities for buses including space for bus shelters

The council is in discussion with Skanska about this site.

Resident - What are the plans for the Grosvenor Hotel?

The new road layout allows for additional space to be used for improvements to the cycle and pedestrian routes, new buildings and public space including new bus stops. The council owns the George and Railway pub but the Grosvenor Hotel is in private ownership. It is hoped that the building can be incorporated into any new scheme.

Resident - Has the transport study been updated to include the new MetroBus scheme?

The study anticipated 17,000 new jobs in the Enterprise Zone and allowed for the MetroBus and MetroWest schemes. It also identified the need for more buses to the area and the need for different travel choices for people working in the zone since as it develops the zone cannot accommodate the same proportion of people travelling by car as it does now. The SUMP addresses these issues.

How can we ensure that the zone has a vibrant mix of uses? Can we make sure that there are smaller units built and workshop space created to encourage use by smaller businesses or artists?

The framework suggests uses and will be used as material consideration when planning applications come forward. Mixed use will be encouraged to ensure a vibrant 24 hour quarter.

Resident - There needs to be consideration of the impact of development including the need for more schools, parks and facilities etc.

There is already a plan for a new school to be built close to the Enterprise Zone area. The Planning process allows for impacts to be addressed by developers.

Appendix K: Business West – Chamber and Initiative meeting notes

24 attendees

Present from BCC: Zoe Willcox, Jack Allan, Oliver Coltman, Ruth Wilmshurst, Joanna van der Veen

David Mellor, West of England Initiative: the plans have a great emphasis on the north and east entrances to Temple Meads station. If the proposed 'Station Street' isn't funded, will it still be possible to develop these entrances?

Once trains start going into the Digby Wyatt / Passenger Shed, it will be necessary to have a northern entrance and for passengers to be able to cross underneath the platforms to access the rest of the station. This is not dependent on the creation of 'Station Street', as a temporary solution could be implemented until the rest of the development comes forward. The intention is to have the northern entrance connecting into the existing subways, with 'Station Street' running parallel to this, making the station more permeable.

The eastern entrance would be relatively straightforward to deliver in the near future (a matter of knocking down a wall), with enhanced options in the future. This solution is only short-term though, as it wouldn't give permeability: it would be a revenue protected entrance. However, this needs to be in place by the time that the arena opens.

The Temple Meads masterplan should include both entrances, and more detail can be supplied once it has been developed.

James Durie, Business West: Are you envisioning both tunnels being used?

We are currently at an early stage, but are looking at having one entrance and a space that is revenue protected (i.e. entrance to platforms), with 'Station Street' alongside it, that will be accessible to everyone. Details on this will be picked up as part of the station masterplan. This is similar to the new Birmingham New Street station.

Representative from ARUP: Funding is key; what incentive does Network Rail have to fund the envisioned redevelopment of the station? Is it their responsibility?

Full funding of the redevelopment is not necessarily the responsibility of Network Rail. For example, the redevelopment is a large part of ongoing discussions about devolution.

Current rough estimates of the cost of the project are around the £365million mark, which is not out of proportion to infrastructure investment in a city like Bristol and the cost of other projects such as HS2. In all likelihood, funding for the redevelopment will be through a partnership with both the public and private sectors. Large elements of the masterplan are commercial development.

Network Rail will fund operational requirements, but funding for other aspects will most likely have to come from somewhere else.

Simon Prescott, Barton Willmore: The boundary of the Enterprise Zone is very specific and set by central government. For a framework like this, do you need to look wider than the zone for an effective masterplan? Is it a missed opportunity not to do this?

The Framework is for the Enterprise Zone, but we are very clear that the area must be a connected part of the city (which is different to other zones across the country). It is crucial to integrate it with the wider city, and this is reflected in the fact that document talks a lot about linkages. The model also extends slightly beyond the zone (for example, to the Albert Road river boundary), as the arena development is a big opportunity to redevelop that area. We are aware that the St Philips area is

very different to the zone (in character and the types of business uses), and of the need to connect it to the zone in a coherent way.

Additionally, the overall Enterprise Zone project emphasises skills and jobs access for the surrounding residential communities.

At around the same time that the Enterprise Zone happened, a Neighbourhood Planning Group was designated for Redcliffe and a Neighbourhood Plan put together. The Spatial Framework doesn't contradict this plan. The opportunity presented by the Brunel Mile is complimentary to the Redcliffe plan, and we focus on it because it is so well used.

Unidentified attendee: There is a lot of emphasis on the Brunel Mile. Could this be to the detriment of other routes (e.g. Victoria Street)?

The Brunel Mile is a fairly attractive route either way. It would be wrong to just focus on the Mile, but it is of high importance. We are also proposing many new routes from the station – for example, the Harbour Walkway.

Matt Montgomery, CH2M: over time, more people are going to need to travel into the Enterprise Zone. What consideration has been given to this?

A CH2M study in 2012 showed that the mode share was 41% travelling by car; if you apply this to 17,000 new jobs you find that the transport network cannot cope. We need a fundamental shift in the way that people are travelling, and we are encouraging this through: pedestrian route improvements; bus hubs at Old Market and Redcliffe; cycling route improvements that make the zone a more attractive location to get to by bike; public transport improvements such as the AVTM MetroBus. Additionally, through the Temple Gate scheme, public transport will be given greater priority and increased capacity (for example, there will be more bus stops).

To encourage greater use of public transport, there will be new information systems in place and we aspire to link in with regional improvements such as smarter, inter-operator ticketing. We are somewhat dependent on what's happening elsewhere – but it's a priority and the Enterprise Zone is a key part of the city centre.

No significant amount of car parking will be built in the zone, and we do not envision people being able to drive there as it cannot be sustained. The assumption is that car parking in new developments will be restricted to "essential and operational parking only"; a strategy for car parking is outlined in the SUMP.

Follow up question: all of the proposed developments are on the west side of the zone. There are access problems from other side; how can this be improved?

This is a good example of how the Framework is going to be developed further, with more information about the Silverthorne Lane area and how to open up the east of the zone to public transport.

James Durie, Business West: what impact could flooding have on the zone?

We have done work on flooding and received expert advice. This has identified areas more suited to residential development (those with less risk of flooding). However, the ideas put forward are ones that could be done with minimal flood mitigation work.

James Durie, Business West: how much of the Framework has been market tested in terms of viability?

The model has been built up based on existing planning permissions. Where there are no existing planning permissions, the market has been consulted and some core sites have been subject to viability assessments by GVA and JLL. Some areas, such as Silverthorne Lane, are less far advanced. However, the model can be updated with new information as developments come forward.

James Durie, Business West: which access improvements are funded?

Funded improvements include changes to Cattle Market Road, Albert Road, Temple Gate improvements up to Bath Bridges, improvements in front of the TCN site, MetroBus, the Harbour Walkway and changes to Feeder Road.

Unidentified attendee: what's happening with the proposed multi-storey car park on the Kwik Fit site?

This car park is intended to replace the 200 operator spaces on Arena Island. The Kwik Fit site is one of several possibilities; feasibility studies are underway but the proposal has not been approved. So: it could happen, but it has not been modelled in detail.

Unidentified attendee: how much flexibility is there in the Framework? [Thinking in particular of ND6]

The document is a framework and we want it to be as flexible as possible – it's not something to knock developers over the head with and shouldn't be too prescriptive. However, we are talking about an Enterprise Zone so development will be business led. While we want housing in it from planning point of view, it can't be a housing area.

Unidentified attendee: Family units are proposed in the residential development, but it's difficult to have them in the centre of town (with relatively low demand).

We want it to be a genuine mixed use area for all ages but we do recognise its attractiveness to certain groups. The Framework is flexible and we acknowledge that, in 25 years, we could be living in a completely different way. There is an interesting role for the private rented sector to play in this. The Spatial Framework will give a 'big picture' view that is helpful for future development; we can 'drop' developments into the model and see how things fit together.

Representative from Savills: query relating to street though eastern side of the station. What is the step by step process for achieving this? Is there a disposal program that sinks with this aspiration?

Network Rail is key in this: it is their station. The consultation version of the Framework was signed off by the HCA and Network Rail, but now Network Rail has to work through the detail in its masterplan.

Funding is currently needed to complete the options development for the masterplan, and this should hopefully be secured in May. It will then go through a procurement process and it's likely that this options development could be completed in 2018. This will be followed by options selection, which should be a relatively short process.

In short, it could be 10 years from now before we see it realised. The LEP is involved in shaping plans, and there is an ongoing dialogue with central government. There is a funding gap, but this document sets out what we want to achieve.

The extension of the Enterprise Zone could also play a part, but we are currently still in discussions with the Treasury about this and we have yet to work out the details.

Unidentified attendee: what will the future branding of the zone be? What will be its name? What's the selling point?

To date, the label of 'Enterprise Zone' has been incredibly useful. As time goes on and recognition gets greater, the attraction will begin to be about the station.

We have had successful trips to MIPIM in the past and have major investors interested in funding investment in area.

Unidentified attendee: the Enterprise Zone is aiming to create 17,000 new jobs; have you market tested whether the proposed car parking ratio would act as a break on that goal?

We are aware of the impact the new jobs will have on the transport network, and our approach considers the question the other way round: if all the new employees drive to the zone, this would 'break' the network. As such, the focus is on encouraging non-car modes of travel and not providing a large amount of parking.

Unidentified attendee: 2,000 new homes are proposed. Shouldn't this be more in light of the jobs target? Wouldn't you want the people in the homes to have the jobs?

We want the jobs attracted to provide opportunities for current residents in local areas such as south Bristol. They can travel into the zone easily and access those jobs, and we want local people to benefit from zone.

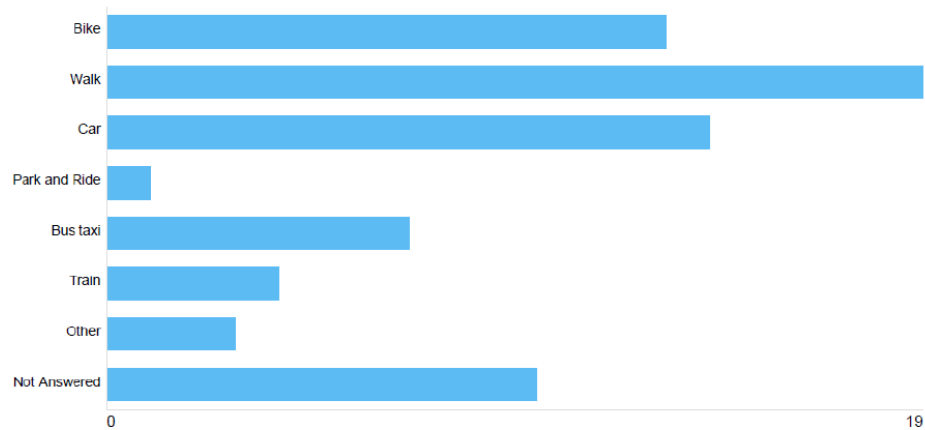
James Durie, Business West: what are the next steps following consultation?

After the close of the consultation, we will take into account all the feedback received and use it to update and amend the current document. This will then be submitted to Cabinet in October and, once it has been approved, it will become a material consideration.

Appendix L: Quantitative online survey data

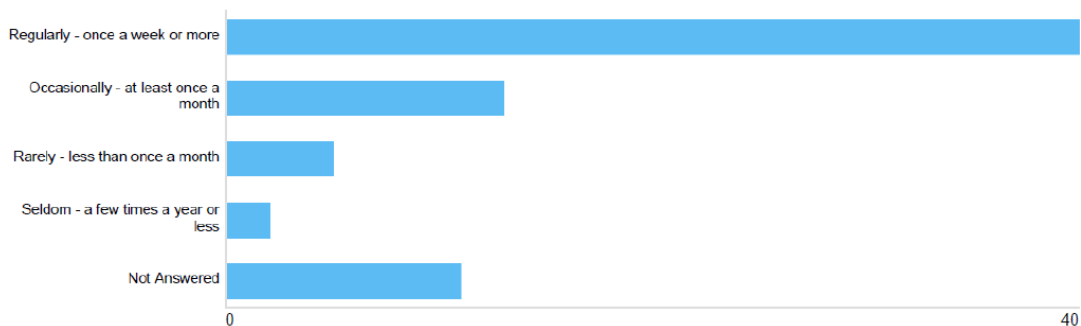
Question: Which mode of transport do you most frequently use when you pass through the Temple Quarter area?

Which mode of transport



Option	Total	Percent
Bike	13	18.31%
Walk	19	26.76%
Car	14	19.72%
Park and Ride	1	1.41%
Bus taxi	7	9.86%
Train	4	5.63%
Other	3	4.23%
Not Answered	10	14.08%

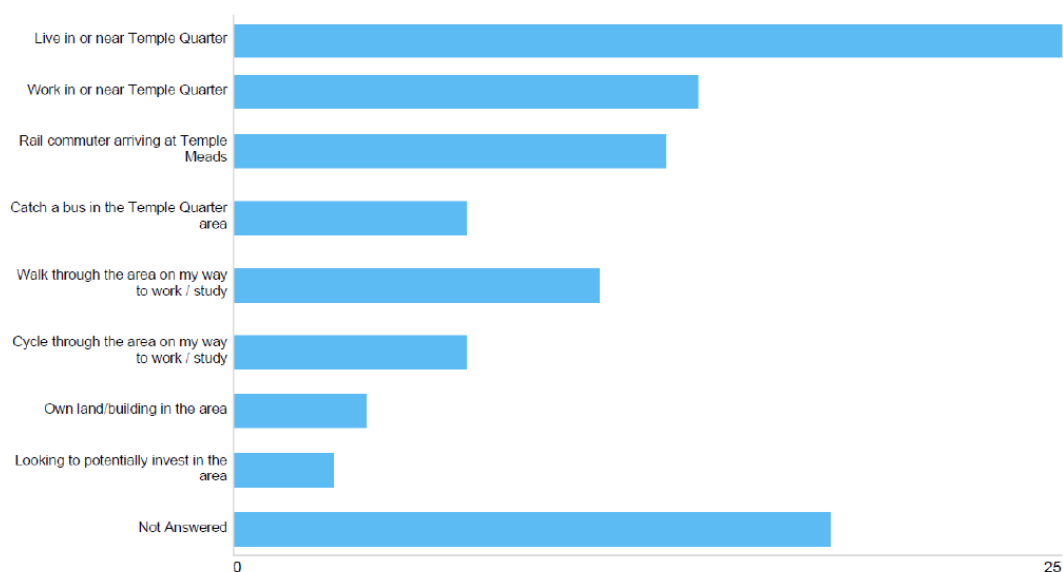
Question: How often do you visit / pass through the Temple Quarter area?



Option	Total	Percent
Regularly - once a week or more	40	56.34%
Occasionally - at least once a month	13	18.31%
Rarely - less than once a month	5	7.04%
Seldom - a few times a year or less	2	2.82%
Not Answered	11	15.49%

Question: Do any of the following apply to you?

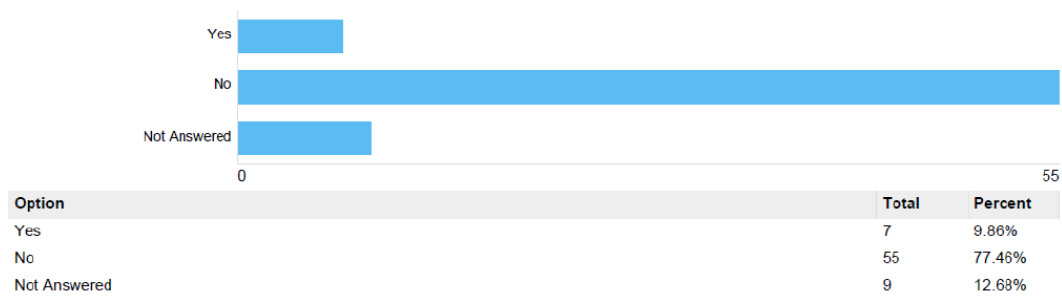
Do any of the following apply to you?



Option	Total	Percent
Live in or near Temple Quarter	25	35.21%
Work in or near Temple Quarter	14	19.72%
Rail commuter arriving at Temple Meads	13	18.31%
Catch a bus in the Temple Quarter area	7	9.86%
Walk through the area on my way to work / study	11	15.49%
Cycle through the area on my way to work / study	7	9.86%
Own land/building in the area	4	5.63%
Looking to potentially invest in the area	3	4.23%
Not Answered	18	25.35%

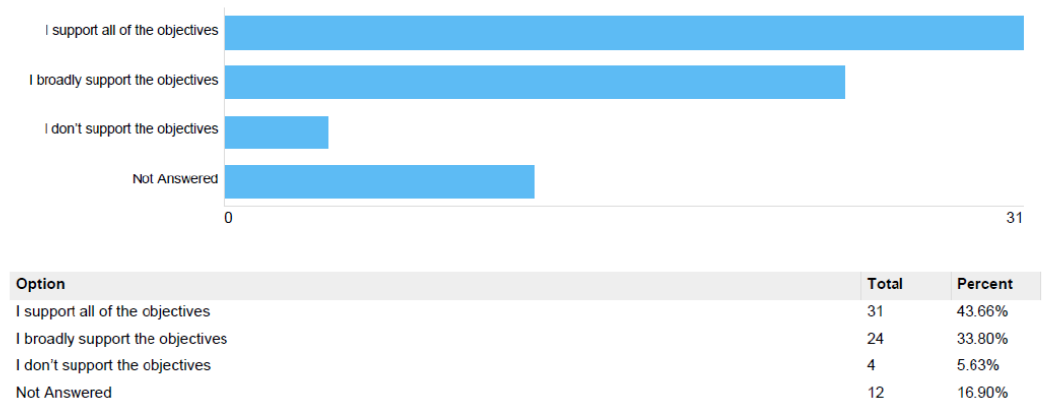
Question: Are you responding on behalf of an organisation or company?

Are you responding on behalf of an organisation or company?



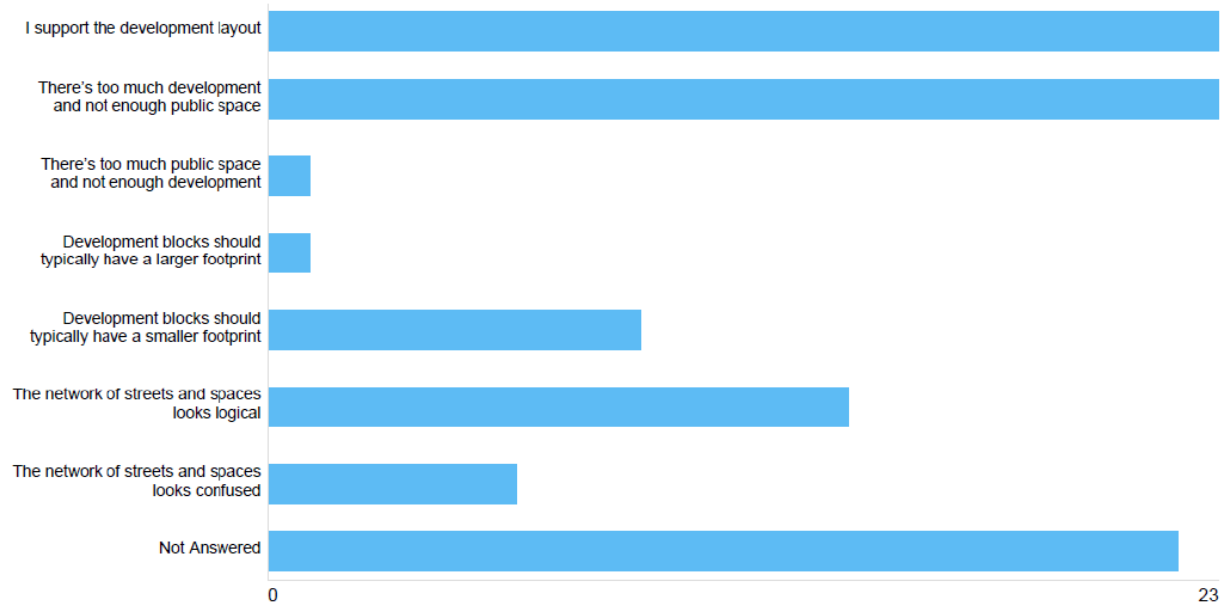
Question: Do you support the above objectives?

Destination befitting a European Green Capital



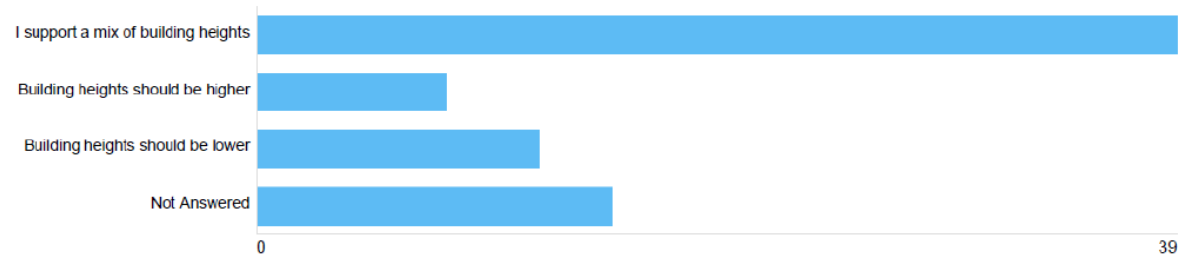
Question: What is your view on the development layout proposed in Temple Quarter: (tick all that apply)

Views on development layout



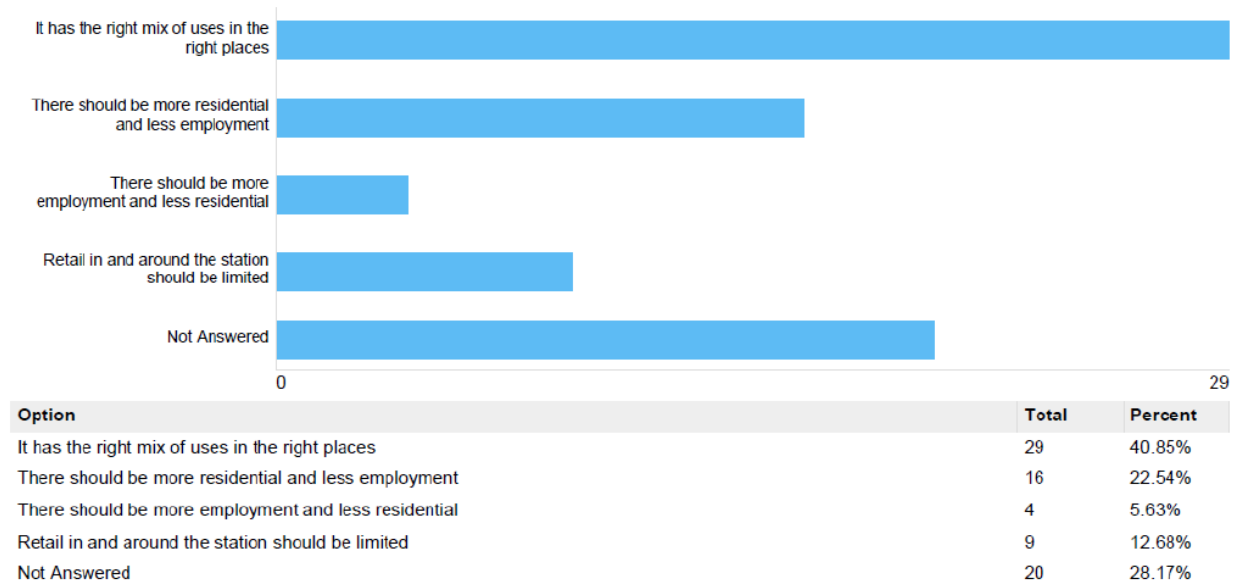
Option	Total	Percent
I support the development layout	23	32.39%
There's too much development and not enough public space	23	32.39%
There's too much public space and not enough development	1	1.41%
Development blocks should typically have a larger footprint	1	1.41%
Development blocks should typically have a smaller footprint	9	12.68%
The network of streets and spaces looks logical	14	19.72%
The network of streets and spaces looks confused	6	8.45%
Not Answered	22	30.99%

Question: What is your view on building heights in Temple Quarter: (tick all that apply)



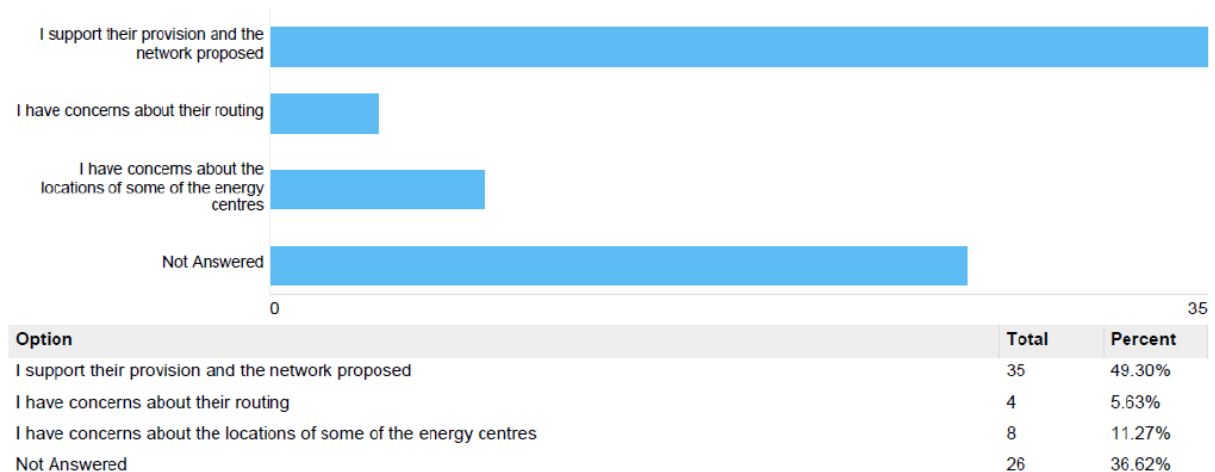
Option	Total	Percent
I support a mix of building heights	39	54.93%
Building heights should be higher	8	11.27%
Building heights should be lower	12	16.90%
Not Answered	15	21.13%

Question: What is your view on land use within Temple Quarter: (tick all that apply)

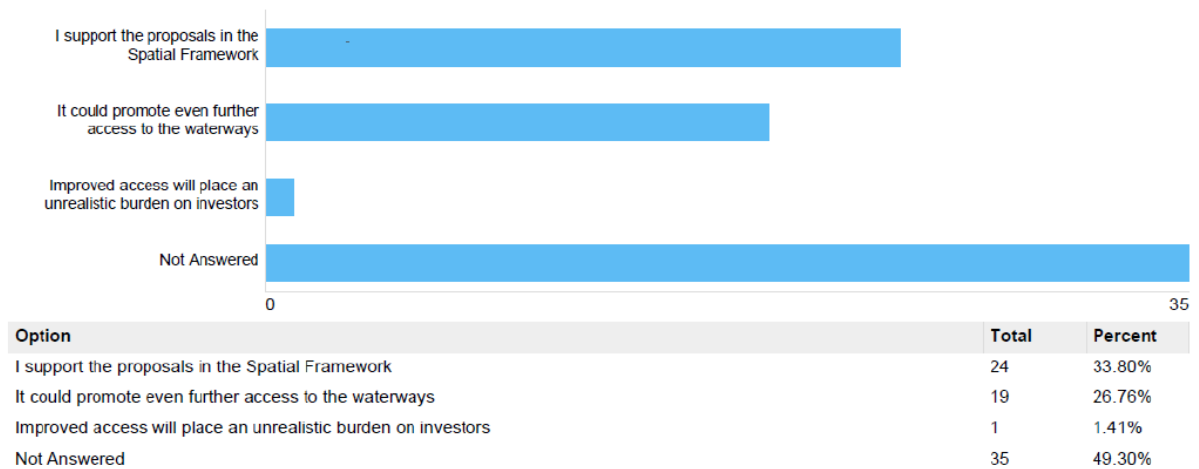


Question: What is your view on the provision of heat networks (also known as district heating) and high speed broadband in Temple Quarter:
Provision of heat networks and high speed broadband

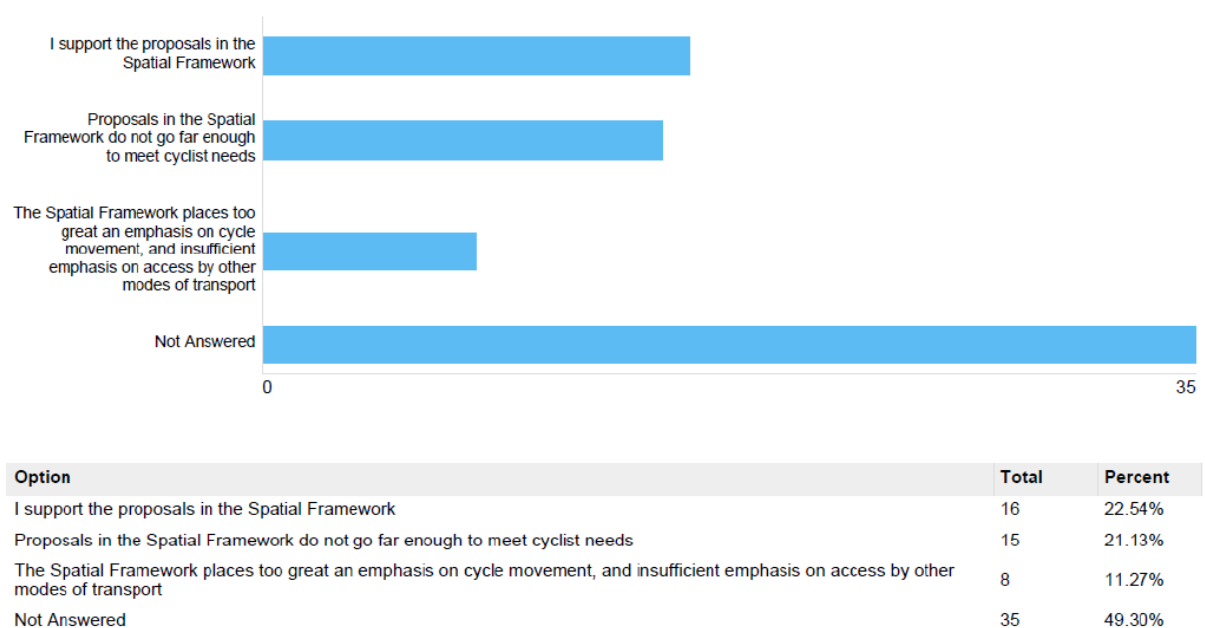
Provision of heat networks and high speed broadband



Question: What is your view on the proposed provision of quayside walkways and bridges in Temple Quarter? (tick all that apply)
Quayside walkways and bridges

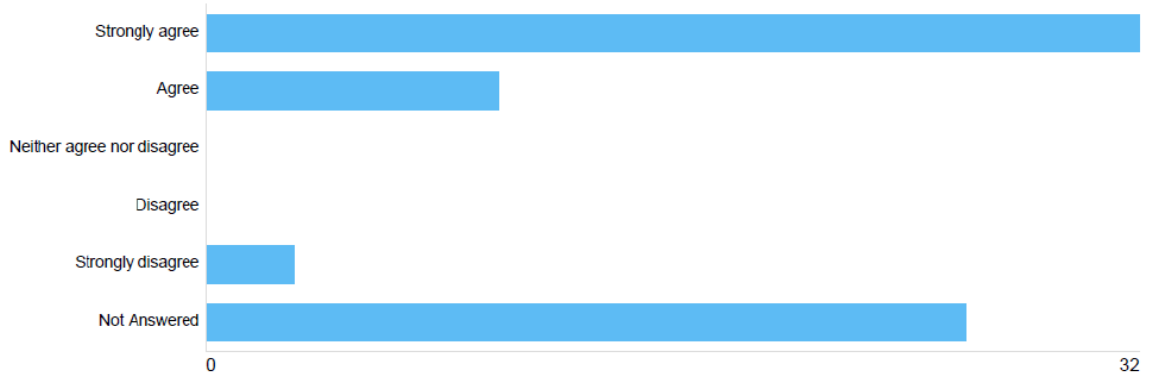


Question: What is your view on the proposed Cycle Route improvements? (tick all that apply)
What is your view on the proposed Cycle Route improvements?



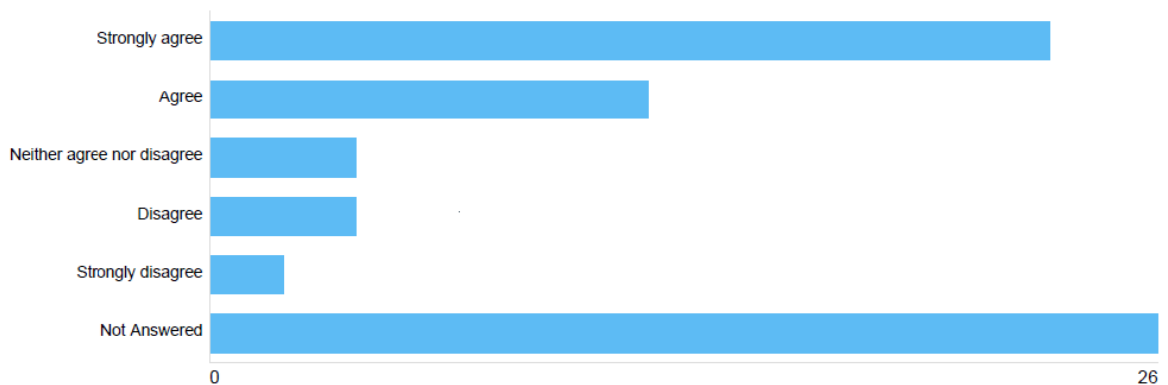
Question: Please state whether you strongly agree, agree, disagree or strongly disagree with the following statements:

Better sustainable transport Infrastructure such as walking/cycling paths and bus and rail improvements are important to them future success of enterprise zone



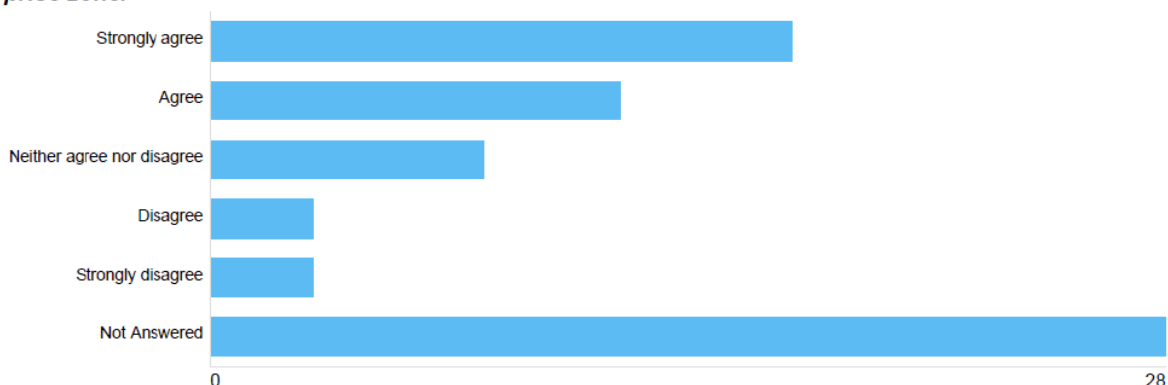
Option	Total	Percent
Strongly agree	32	45.07%
Agree	10	14.08%
Neither agree nor disagree	0	0%
Disagree	0	0%
Strongly disagree	3	4.23%
Not Answered	26	36.62%

Better sustainable transport policy such as planning conditions to promote cycle parking, parking enforcement and grants and loans for businesses to improve sustainable transport provision is important to the future success of enterprise zone.



Option	Total	Percent
Strongly agree	23	32.39%
Agree	12	16.90%
Neither agree nor disagree	4	5.63%
Disagree	4	5.63%
Strongly disagree	2	2.82%
Not Answered	26	36.62%

Better use of sustainable transport behavioural change measures such as personalised travel planning sessions, flexible employer working patterns and bus taster tickets are important to the future success of enterprise zone.

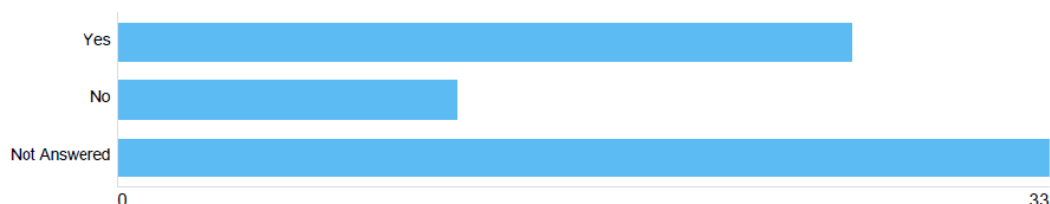


Option	Total	Percent
Strongly agree	17	23.94%
Agree	12	16.90%
Neither agree nor disagree	8	11.27%
Disagree	3	4.23%
Strongly disagree	3	4.23%
Not Answered	28	39.44%

Question: Suggested parking levels (employment uses)

Question: Do you support the suggested parking levels for employment uses within the TQEZ?

Parking levels for employment uses – approval



Option	Total	Percent
Yes	26	36.62%
No	12	16.90%
Not Answered	33	46.48%

Question: What is your view on the qualities proposed?

What is your view on the qualities proposed?



Option	Total	Percent
I support the public realm qualities promoted	27	38.03%
I do not support the public realm qualities promoted	7	9.86%
Not Answered	37	52.11%